MICROFILM

START OF ROLL

ROLL NO. 24

CONSTRUCTION CONTRACTS

Begins With: Contract # 1776

CONTRACT# [redacted] 1778

15-1202 Ashland-Jenny Creek, Rock Production 1935

1776

15-12-02 COPY

April 26, 1938

Mr. P. P. Whitmore
Resident Engineer
Ashland, Ore.

Dear Sir:

In checking through our records we are unable to locate a letter of explanation for under-runs and over-runs for the following projects:

Wall Creek-Siskiyou, Grading, Contract No. 1917

Tallman Creek-Siskiyou Section, Bituminous macadam, Contract No. 1954.

North Unit Torrent Creek-Wall Creek, Grading, Contract No. 1776.

It is imperative that we have an explanation of all over-runs and underruns of all items where the estimated quantities are exceeded by 10%, in order that statement can be made to the Bureau of Public Roads. We would appreciate it in the future if these explanations would accompany your final records.

Please submit explanation of your over-runs and under-runs for the above mentioned projects, segregated in accordance with each Federal Aid Project number, at your earliest convenience.

Yours very truly,

R. H. BALDOCK
State Highway Engineer

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
H

cc to
R. H. Baldock
K. D. Lytle

#1776

15-1202

April 14, 1936

United States Fidelity & Guaranty Company
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1776, for the construction of the Ashland--Jenny Creek Section of the Green Springs Highway in Jackson County, has been completed by the contractor, A. S. Wallace, and that final payment will be made by the State with said contractor for work done under this contract, on or after April 24, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $16,349.92, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

15-1202

#1776

April 1, 1936

United States Fidelity & Guaranty Co.
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace, on contract No. 1776, for the construction of the Ashland-Jenny Creek Section of the Green Springs Highway, in Jackson County.

This payment will be made on or after April 11, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

Form 338—5M—2-35

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 21, 1936

Section Ashland - Jenny Creek

Highway Green Springs

Contractor A. S. Wallace

Date of contract Nov. 7, 1935

Date work started Dec. 19, 1935

Amount of contract . . . . . $ 15265.

Estimated cost of completed project, exclusive of engineering . . . . . $ 15265.

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 475. 3.1 %

Kind of work Furnishing Crushed Rock

Section prefix 15-1202

Contract number 1776

Date of completion June 30, 1936

Estimated date of completion March 21, 1936

Per cent of time elapsed 57 %

Date project was completed March 21, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor operated plant all week producing 3/4 - 1/2 and 1/2 - 1/4 sizes and completed all work on this contract Saturday noon.

RECEIVED
MAR 23 1936

P P Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Ashland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8500. cu yds		
Estimated quantities moved or placed to date			" " "		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			15		

Percentages of men employed on contract to be secured from:

Jackson County, 100%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	*NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Jackson COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	7					2	9
Men and teams							
Men and trucks under 3 tons	6						6
Men and trucks over 3 tons							
Men and tractors							
	13					2	15

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1,

Compressors 1, Bull Dozers ....., Sheet-foot rollers 6 small trks, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Mar 15 Sunday	Fair & warm		
16 Monday	" "		
17 Tuesday	" "		
18 Wednesday	" "		
19 Thursday	" "		
20 Friday	" "		
21 Saturday	" "		

15-1202

February 14, 1936

Associated Oil Company
870 Pittock Block
Portland, Oregon

Attention: J. H. Dalton

Gentlemen:

In response to your inquiry of February 12, you are advised that the bond which was furnished in connection with Mr. A. S. Wallace's contract No. 1776, Ashland-Jenny Creek section, was written by the United States Fidelity & Guaranty Company, for whom G. B. Eckles, who has offices in the Bedell Building, is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:CE

3408 10M 2-15-35

ASSOCIATED OIL COMPANY

866-78 Pittock Block

PORTLAND, OREGON

February 12, 1936

RECEIVED
FEB 13 1936
STATE HIGHWAY COMMISSION
OREGON

Mr. H.D. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon

Dear Mr. Glaisyer:

We are contemplating the sale of petroleum products to Mr. A.S. Wallace on contract job #1776 covering work on the Green Springs Highway.

We have been advised that Mr. Wallace took out a bond with the United States Fidelity & Guaranty Company in the amount of $15,625.00 which covers the above contract.

Will you kindly confirm the above information.

Yours very truly,

ASSOCIATED OIL COMPANY

J.H. Dalton.

J.H. Dalton
Oregon Division Credit Manager

HLA:LH

NRA
WE DO OUR PART

FORM B-A-1 6M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

15-1202

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

January 9th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. Paul VanScoy
Acting Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The sub-contract between A. S. Wallace, Contractor, and O. H. Wallace and H. V. Crook, Sub-contractors, for hauling on the Ashland-Jenny Creek Section, meets with our approval. If you have not already done so, please advise the contractor of the approval of the said sub-contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
K

cc to: R. H. Baldock

FORM S-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
S. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 7th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. Paul VanScoy
Acting Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

With regard to the car for the use of the checker on the Ashland-Jenny Creek Section rock production job, I would prefer that you requisition the vehicle for the use of this checker, as an allowance for mileage for the use of a private car is quite unsatisfactory and leads to questions regarding the mileage driven etc.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. G. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

15-1202

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec. 30, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We have a letter from Mr. Whitmore stating that Mr. Wallace has started drilling for the Ashland-Jenny Creek Section rock production job and if weather permits, will begin producing material in a few weeks.

Mr. Whitmore expects to place a checker on the job. The plant will be located at mile post 13.26 on the Green Springs with no boarding place closer than Ashland except the contractor's camp. Mr. Whitmore would like to know if it will be permissible to allow the checker mileage for the use of his own car and if so, at what rate.

Very truly yours,

PAUL VARSCOH
Acting Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
cc. P. P. Whitmore

CDC:AWF

NOTED

FORM 913-1 5M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

15-1202

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec. 27, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto find letter in duplicate from Mr. A. S. Wallace, contractor on the Ashland-Jenny Creek Rock Production job, contract 1776.

Mr. Wallace asks permission in this letter to sub-let the hauling on the above mentioned job. There is also attached one copy of the sub-contract which I have approved.

Very truly yours,

PAUL VANSCOY
Acting Division Engineer

cc. R. H. Baldock
cc. P. P. Whitmore
cc. A. S. Wallace

CBC:AWF

FORM 401 P 3-32 20M

15-1202

#1776

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon
ATWATER 9521

December 11, 1935

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: A. S. WALLACE
Roseburg, Oregon

It is our understanding that Mr. Wallace has been awarded a contract for certain road work on the Green Springs Highway out of Ashland, Oregon. We contemplate supplying Mr. Wallace with petroleum products on this job and will therefore greatly appreciate your completing the attached contractors' questionnaire, returning to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Awbrey

District Credit Supervisor

LH:B
Encls

15-1202

October 22, 1935

Mr. H. G. Smith
Construction Engineer
O F F I C E

Dear Sir:

The State Highway Commission, at its meeting in Klamath Falls on October 16, approved the expenditure of approximately $17,910 for the production of 8,500 cu. yds. of maintenance material for the Green Springs Highway.

Yours very truly,

State Highway Engineer

HBG:HC

cc - J. H. Bishop
S. H. Probert

...INMAN, PORTLAND
...NDLETON
...SHBURNE, EUGENE

...S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 25, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

Mr. Collier is submitting specifications for 8,500 Cu. Yds. of maintenance material for the Green Springs Highway. The estimated cost is $17,910.00.

Will you please secure authorization for the production of this material at the next letting, as they are now buying crushed gravel from Ashland. The Ashland material is inferior in quality and more expensive than the rock.

Yours very truly,

H. G. SMITH,
CONSTRUCTION ENGINEER.

HGS/H

REFERRED TO
H Glaisyer
By State Highway Engineer

CONTRACT# [redacted] 1777

100-A Paisley-Chewaucan Narrows Sec., 1935
Fremont Hwy.

1777

RECEIVED
APR 30 1937
FOR FILING

April 27th, 1937

NOTED

COST ANALYSIS FINAL REPORT

Paisley-Chewaucan Narrows
Grading, Surfacing and Oiling
Contract 1777 Prefix 19-1102
Babler Bros., Contractors
J. T. Burch, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 262.03	100%		Lump Sum	$ 500.00
Trench Excavation	118.14	144.6 cu. yd.	0.817	1.00	144.60
Excavation, Single Class	5,735.21	15,934.1 cu. yd.	0.36	0.30	4,780.23
Overhaul	627.87	31,393.6 sta. yd.	0.02	0.02	627.87
Truck Haul	342.45	1,556.6 yd. mi.	0.22	0.20	311.32
Finishing Roadbed & Slopes	445.30	1.19 Miles	374.20	300.00	357.00
Rounding Cutbanks	277.35	3,124 lin. ft.	0.09	0.10	312.50
Pit-run Gravel Embankments	688.30	2,500 cu. yd.	0.275	0.30	750.00
Hauling Gravel Embankment Mat'l	389.35	3,115 yd. mi.	0.125	0.14	436.10
Roadbed Widening	2,025.85	11.94 Miles	169.67	300.00	3,582.00
12" Corr. Iron Pipe	293.15	200 lin. ft.	1.46	2.50	500.00
18" " " "	1,238.50	566 lin. ft.	2.19	2.00	1,698.00
24" " " "	593.80	106 lin. ft.	5.71	5.00	530.00
Pit-run Gravel Surfacing	9,617.50	39,285 cu. yd.	0.245	0.35	13,749.75
Hauling Surfacing Material	8,264.00	69,945 yd. mi.	0.118	0.14	9,792.30
Gravel Shoulders	1,107.75	4,500 cu. yd.	0.245	0.30	1,350.00
Hauling Shoulder Materials	1,265.10	10,106.5 yd. mi.	0.125	0.14	1,414.91
Filler	362.50	1,450 cu. yd.	0.25	0.25	362.50
Hauling Filler	447.40	3,464.5 yd. mi.	0.13	0.20	692.90
Sprinkling	1,079.40	910.5 M-Gal	1.18	1.25	1,138.13
Mineral Aggregates	5,524.20	17,820 cu. yd.	0.31	0.45	8,019.00
Hauling Mineral Aggregates	5,783.75	51,151 yd. mi.	0.113	0.12	6,135.72

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Mixing and Finishing	$7,434.40	15.9 Miles	467.57	800.00	$12,720.00
Light Cutback Asphalt in Place	30,978.75	1,265.15 Ton	24.48	27.00	34,158.51
Price Agreement #1, Filler	169.50	565 cu. yd.	0.30	0.30	169.50
and Haul Filler	39.55	282.5 yd. mi.	0.14	0.14	39.55
Price Agreement #2, Mineral Aggregate in Stockpile	167.60	83.8 cu. yd.	2.00	1.00	83.80
Price Agreement #3, Increase					
Width of Road Mix -	122.20	2,444 sq. yd.	0.05	0.05	122.20
Prepare Sub-grade	152.00	0.19 Mi.	800.00	800.00	152.00
	$ 85,352.88				$104,630.39

Gross Revenue	$104,630.39
Total Cost	85,352.88
Net Profit	$ 19,277.51

Net Profit Equals 18.4% of Gross Revenue

E. H. Clymer
Cost Analyst

Final Report, Contract 1777

DETAIL COST

Labor:				
Supervision (Supt. & Timekeeper)			$2,718.03	
Labor			19,139.66	
State Industrial Accident Insurance			928.95	
Unemployment Insurance			218.58	
				$23,005.22
Material:				
RC 3 Cutback	1,265.13 tons	at 12.50	15,812.66	
Freight on Cutback	1,265.13 tons	at 7.80	9,868.01	
12" Corr. Iron Pipe	200 lin. ft.	at 1.15	230.00	
12" " " " Bands	6 each	at 1.40	8.40	
18" " " "	566 lin. ft.	at 1.65	933.90	
18" " " " "	15 each	at 2.40	36.00	
24" " " "	106 lin. ft.	at 2.65	280.90	
24" " " " "	3 each	at 3.05	9.15	
				27,179.02
Equipment Rental, Supplies and Miscellaneous:				
Equipment Rental			18,482.75	
Gas, Oil & Grease			7,195.00	
Supplies & Misc.			4,483.74	
Fuel for Boiler			400.79	
Freight Moving In and Out			421.16	
Bond			1,046.30	
Home Office & General Overhead			3,138.90	
				35,168.64
Grand Total				$ 85,352.88

Cost Analysis Final Report

Contract 1777

REMARKS:

This contract was bid and awarded November 7th, 1935. Work was started November 25th, and grading and surfacing were continued until January 11th, when severe winter weather made it necessary to close down. Grading and surfacing were continued March 9th, and were completed April 11th. One man with a power blade was left on the job to maintain until oiling was started. On June 24th, work was resumed again. The base was prepared, tack coat spread and the road mix laid by August 1st. The seal coat and shoulders were started September 1st, and were completed September 15th.

The excavation single class consisted of sand and gravel and was excavated with a 5-yd. scraper, 50 H.P. cat, 3/8 yd. shovel and 5-yd. trucks. Slow progress was made which increased cost.

The gravel embankment and the pit run gravel surfacing was obtained from five gravel pits conveniently located along the job. The gravel was dug without shooting with two 3/8 yd. Badger shovels; each shovel averaged about 45 cu. yds. per hour operating time. The expense of maintaining surfacing from January until June increased the cost of surfacing.

Roadbed widening consisted of setting the ditch lines back about two feet on each side of the roadbed. The material was used to fill old ditches and build out shoulders. Borrow gravel embankment was used where needed. A large blade equipped with back sloper and pulled with a 50 H.P. cat did practically all the work.

Excellent progress was made on road mix, 15.9 miles, 18 feet wide and 2½" thick, was mixed and spread in 15 working days, an average of over one mile per day. Road mix was started July 12th and finished July 30th. The weather was hot and dry which was ideal for this work. Two large pullblades, two large motor graders and one spring tooth harrow were used to do the mixing. About 6 round trips with each unit was required to thoroughly mix the oil and aggregate. After mixing the material was spread out to proper thickness and width and then rolled with a lo ton roller.

The RC-3 cutback was heated and hauled from Lakeview, a distance of 37 miles. The cutback was hauled and spread at night so that the daylight hours could be utilized for mixing and finishing. The quantity of RC-3 used in road mix varied from 1.135 gal. per sq. yd. to 1.51 gal. per sq. yd. depending upon aggregate used. The average was about 1.35 gal. per sq. yd.

The aggregate was pit run material with oversize over 1¼" removed by Grizzly. The aggregate was dug with a 3/8 yd. shovel, hauled an average of 3.7 miles in 5-yd. trucks and placed in a windrow down center line of highway at the rate of about 20 cu. yds. per station. Good progress was made, and the average production per working hour was about 55 cu. yds. A screening plant was set up and about 1000 cu. yds. of ½" - 0 was screened for seal coat. The screening plant was small and averaged only about 9 cu. yds. per hour, which was very slow and expensive. Screened aggregate cost about $1.75 per cu. yd.

This job shows a nice profit which is due to good bid prices, ideal weather, efficient operation and good management.

E. H. Clymer
Cost Analyst

#1777

x

100-a

RECEIVED
OCT 31 1936
FOR FILING

October 30, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1777 for the construction of the Paisley-Chemeneum Narrows Section of the Fremont Highway in Lake County has been completed by the contractors, Bubler, Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after November 9, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $104,650.39, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

100-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 100-A, Paisley-Chewaucan Narrows Section, Fremont Hwy., Lake County, was made by a representative of this office on September 22, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Form 338—5M—5-36

100-a

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED SEP 29 1936

For Week Ending September 26, *1936*

Section Paisley-Chewaucan Narrows

Kind of work Grading, Surfacing & Oiling

Highway Fremont

Section prefix 19-1102. F.A. 100 A.B.

Contractor Babler Bros.

Contract number 1777.

Date of contract November 7, *1935*

Date of completion September 25, *1936*

Date work started November 25, *1935*

Estimated date of completion September 15, *1936*

Amount of contract $107952.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 104678.39

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 4479.20, ... %

Date project was completed September 15, *1936*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final report on this project.

Semi-Final estimate completed and sent to Division Engineer.

RECEIVED SEP 29 1936

NOTED H.N. HACKETT

Signed Thos. F. Finch

Address Paisley

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT

	GRADING	SURFACING	Widening	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.23	15.8	14.6	16.0	
Miles partially completed	1.23	15.8	14.6	16.0	
Miles completed	1.23	15.8	14.6	16.0	
Total estimated quantities	16000.	39285.	14.6	17820. cy. 1265. tons	
Estimated quantities moved or placed to date	16000.	39285.	14.6	17820. cy. 1265. tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear&Warm		
Monday	" "		
Tuesday	" "		
Wednesday	" "		
Thursday	" "		
Friday	" "		
Saturday	" "		

FORM S-S-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

BEND, OREGON

September 25, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith.

NOTED
State Highway Engineer

Dear Sir:

Attached is a Price Agreement on the Paisley-Chewaucan Narrows Section, Contract No. 1777, covering the extra width road mix oiling we did through Paisley.

There was no contract bid item on preparing the subgrade on the extra width (from 18 to 40 feet) and the price shown of five cents per square yard was arrived at by keeping track of the time spent on this work. The contractor was also put to additional expense as due to the abnormal width he was obliged to lay the mix in two lifts.

The item mixing and finishing is based on contract price but is included on the price agreement as if it were carried on the estimate it would show the mixing and finishing mileage longer than the actual project mileage.

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

wec/e
encl.

FORM S-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

September 2nd, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sirs

An extension of time has been requested by Bebler Bros., contractors on the Paisley-Chewaucan Narrows Section, F.A.P. No. 100-A, B, from August 31st to September 25th, 1936.

The contractors started work as soon as weather conditions permitted the laying of the roadmix and diligently prosecuted the work, and do to the failure of the bridge contractor to complete the Narrows Bridge structure on time, the contractors were unable to lay the mix on this short section.

May we have your concurrence on this extension of time without penalty as traffic has not been inconvenienced nor engineering costs increased because of this delay.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

FORM S-S-1 1500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

BEND, OREGON

August 31, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Babler Bros., contractors on the Paisley-Chewaucan Narrows Section, Contract No. 1777, have requested an extension of time on their contract from August 31, 1936 to September 30, 1936.

At my request their application was forwarded their surety company in Portland for consent. The surety company was instructed to mail the request to the Salem office.

It is recommended that the request be granted. The contractor started work as soon as weather conditions permitted laying of the road mix and prosecuted the work diligently. Due to the failure of the bridge contractor on the Narrows Bridge to complete the structure on time, Bablers were unable to lay mix on this short section, which work they are completing at this time.

Though their request for extension of time is until September 30th, the work will be completed before September 15th, weather conditions permitting.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

wec/e
cc H. B. Glaisyer

66 66

July 22, 1936.

APPROXIMATE COST OF MIXING AND FINISHING ROAD MIX TO DATE ON THE BAISLEY-CHEWAUCAN NARROWS JOB, CONTRACT 1777.

Babler Bros., Constractors
J. T. Burch, Resident Engineer

The contractors are laying from 5200 to 6000 lineal feet of road mix per day, by working 24 hours per day.

The mineral aggregate is spread out ahead in a windrow at the rate of about 1050 cu. yds. per mile, or 20 cu. yds. per station. The RC 5 cutback, which is hauled from Lakeview, a distance of 38 miles, is spread at night between 10:30 P.M. and 6 A.M. The oil, which is spread at the rate of about 12,600 gal. per mile, is spread in five spreads, at the rate of about 0.25 gal. per sq. yd. each spread. About 1/5 of the aggregate is spread out and then is shot with oil. Another 1/5 of the aggregate is spread over the aggregate which has been covered with oil, and then this layer of aggregate is spread with oil. This process is repeated five times until all the aggregate has been covered with oil.

A spring tooth harrow, pulled with a Fordson tractor, works all night mixing the aggregate with the oil.

At about 7 A.M. four graders with special moldboards made especially for road mix start mixing the aggregate and the oil. The spring tooth harrow is also used. It required about 40 passes or about 10 trips with each blade before the material is thoroughly mixed. By about 3 P.M. the material is mixed and ready to spread. Stakes are set to get straight edges and correct 18 ft. width. The material is spread out with a pull blade behind a 50 h.p. diesel cat to the correct thickness of 2½" and to proper crown. By about 6:30 P.M. the material is spread and ready for rolling; the roller rolls until about 9 P.M. and finishes rolling early the following morning.

The road mix when completed looks very much like plant mix asphaltic concrete pavement. Later a seal coat of cutback and fine aggregate will be applied.

The cost of mixing and finishing per mile is about as follows:

2 Foremen	10 hrs. ea. at 1.00	$ 20.00
1 75 Cat Operator	10 hrs. at 1.00	10.00
1 50 " "	12 hrs. at 0.90	10.80
2 Blademen	10 hrs. ea. at 0.90	18.00
2 Gradermen	10 hrs. ea. at 0.90	18.00
1 Graderman	10 hrs. at 1.20	12.00
2 Fordson Operators	8 hrs. ea. at 0.75	12.00
1 Rollerman	10 hrs. at 1.20	12.00
4 Flagmen	8 hrs. ea. at 0.50	16.00
4 Laborers	8 hrs. ea. at 0.50	16.00
2 Service Truck Operators	8 hrs. ea. at 0.60	9.60
		$ 154.40

Equip. Rental, Supp. & Misc.

1 - 75 Cat	10	Hrs.	at	$ 2.00	$20.00
1 - 50 "	12	"	"	1.50	18.00
2 - Pull Blades	10	" each	"	1.00	20.00
1 - Diessel Grader	16	"		1.75	28.00
1 - Diessel Graders	8	"		1.75	14.00
1 - Fordson	16	"		0.50	8.00
1 - Spring Tooth Harrow	16	"		0.20	3.20
1 - Service Truck	16	"		0.30	4.80
Gas, Oil, Grease & Supplies					40.00
	Sub-Total				$ 156.00

TOTAL COST	$310.40
Allow 20% for Supervision & Misc.	62.10
Total Cost per Mile	$372.50

The Bid Price is $800.00 per Mile

The weather has been dry and hot which is ideal for road mix. Better progress will be made as the crew becomes more familiar with the work.

C.H. Clymer
July 27, 1936
H

APPROXIMATE COST OF MINERAL AGGREGATE USED IN ROAD MIX

PAISLEY-CHEWAUCON NARROWS
Contract #1777

The mineral aggregate consists of Pitrun Gravel with oversize over 1¼", removed by running thru a Grizzley. A 3/8 yd. shovel loads the Pitrun into the 5 cu. yd. trucks. These trucks haul about 600 feet and dump into the grizzley. The Grizzley has been constructed in the pit along side of the face which is about 18 feet high. Below the Grizzly a Bunker which holds about 12 cu. yds. was constructed. Six 5 cu. yd. trucks hauling from bunker to Road are loaded with little delay. The oversize which is only about 5% is trapped and then hauled away to waste pile.

In 11 - 16 hour days 10,415 cu. yds. of mineral aggregate has been hauled and spread in a windrow on the road. An average of 947 Cu. Yds. per Day. The average haul has been 2.6 miles.

The cost of mineral aggregate is about as follows:

Labor:

2 -	Shovel operators	8 hrs. each	$1.20	$19.20
4 -	Truck Drivers	8 " "	0.75	24.00
2 -	Rakermen on Grizzley	8 " "	0.50	8.00
2 -	Loadermen at Bunker	8 " "	0.50	8.00
2 -	Dumpmen on Road	8 " "	0.50	8.00
1 -	Foreman	8 "	1.20	9.60
				$76.80

Equipment Rental:

1 -	3/8 Yd. Shovel inc. Gas	16 Hrs.	2.50	$40.00
2 -	3½ Ton Truck inc Gas	16 " Each	2.00	64.00
				$ 104.00

TOTAL		$180.80
Allow	20% for Supervision, Overhead & Misc.	36.16
		$ 216.96

Average Cost per C.Y.D. $\frac{\$216.96 \text{ Cost per Day}}{947 \text{ Cu. Yds. per Day}} = \$0.229$

Bid Price per Cu. Yd. = $ 0.45

[redacted]

Cost of Truck Haul on Mineral Aggregate(continued)

Average 5 Trucks including Driver Driver, Gas, & Oil

16 Hours each	$ 2.75	$220.00
A llow 20% for Supervision, Overhead, Misc.		44.00
		$264.00

Average Cost per Hauling $\frac{\$264.00}{2202}$ Cost per day / Yd. Mile Hauled per day = $0.12

Bid Price per yard Mile = $ 0.12

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 16th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
... Division Engineer

Dear Sir:

The Commission authorized extra oiling on the main street of Paisley for about three blocks, and this letter is being written merely as a check-up to see if the work is being carried forward with that in mind.

Please advise that the Resident Engineer has definite instructions to include this double width oiling through the town for about three blocks at an estimated cost of $840.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon Project 100-A

POST OFFICE BUILDING
PORTLAND, OREGON

July 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By D. J. Caufield
Highway Engineer

Encls.

Oregon Project No. 100., Section A.

Agt. 28493

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 30, 1923, by the State Highway Commission of Oregon, and on July 24, 1923, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Project No. 100, now designated as Oregon Project No. 100, Section A; and

WHEREAS, the plans and specifications previously approved for said Section A provided for the construction of 9.934 miles of road surfaced with gravel, and one bridge of more than 20 feet clear span 0.006 of a mile in length, in Lake County, for which the estimate approved was $55,939.95, and $34,199.85 Federal funds were set aside to the credit of said Section A; and

WHEREAS, the construction of said Section A in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $62,377.63, and voucher in the sum of $34,199.85 has been passed for payment as the share of the Federal Government on said Section A; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said Section A and a revision of the plans, specifications and estimate approved therefor to provide for its extension in the City of Paisley from survey station 2358+00 to survey station 2383+50, thereby increasing its length

from 9.940 miles to 10.436 miles, to provide for the reconstruction of the original project, and for the placing of a road-mix wearing surface over its entire length, at an estimated cost of $71,498.16; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from the previous actual cost of $62,377.63 to $133,875.79, and that the Federal funds approved and set aside to the credit of said Section A be increased from the previous actual payment of $34,199.85 to $77,813.72:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of seventy-seven thousand, eight hundred thirteen and 72/100 dollars ($77,813.72) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

To Article I shall be added clause (b) to read:

> "(b) By the State, for the additional work involved in the reopening of said project, from Chap. 41, Laws of 1933."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

"Between survey station 1831+39 in the SE 1/4 of Sec. 24, T. 34 S., R. 19 E., W.M., the westerly end of Section B of said project, and survey station 2383+50 in the SW 1/4 of Sec. 24, T. 33 S., R. 18 E., W.M., in the city of Paisley at the south end of the bridge over the Chewaucan River, length 10.436 miles, in Lake County, being Section A of Oregon Project No. 100, consisting of 10.430 miles of roadway and one bridge of more than 20 feet clear span 0.006 of a mile in length, known locally as the Chewaucan Narrows - Paisley Section of the Fremont Highway, between official control points Silver Lake and Lakeview, on Federal Aid Route No. 16."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of seventy-seven thousand, eight hundred thirteen and 72/100 dollars ($77,813.72), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty-three thousand, eight hundred seventy-five and 79/100 dollars ($133,875.79), the approved total estimated cost of Section A of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

"The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end

will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 25 th day of February, 1936, and the Secretary of Agriculture on the 17th day of June, 1936.

OREGON STATE HIGHWAY COMMISSION,

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission.

Secretary of Agriculture,

By _____
Acting Chief, Bureau of Public Roads.

Oregon Project No. 100, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 100-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 133,875.79 in lieu of the previous actual payment of $34,199.85, as the total estimated cost of said project, and the sum of $ 77,813.72 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 17th day of June one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. P. Bonbright

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4600

FORM S-9-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 29th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED.
State Highway Engineer.

Dear Sir:

I have requested the Bureau to cooperate on an extension of time of the Paisley job, but I have not as yet received any reply.

If it is absolutely necessary that the Paisley job be oiled first, I presume you may take it for granted that the Bureau will consent and make the necessary arrangements to that end.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to R. H. Baldock

FORM S.A.-1 58 1-56

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 18th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sirs

The Commission recently authorized the request of the mayor of Paisley for an extra width of surfacing from the river bridge south three blocks to the turn. The budgeted amount for this is $340.

This is your authority to make the necessary arrangements with the contractor to include this with his work. He should be willing to do this at his bid price, but we should have a letter at least, agreeing to the increase in width.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM S-G1-[illegible] 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Kindly send Resident Engineer John T. Burch at Paisley the alignment and level notes for the Chewaucan-Narrows section of the Fremont Highway, Station 1775 to Station 1840. These data were mailed your office on September 4th together with the Special Provisions and Estimate of Cost for the Paisley-Chewaucan project.

Very truly yours,

K. D. LYTLE
Division Engineer

By:
W. O. Widdows

wow/e
cc J. T. Burch

FORM S-G-1 22775 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 8, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

The Parker pit named in the Paisley-Valley Falls job ran short of the amount of gravel required and we were compelled to take additional materials from another pit which is located about 500 feet south of the Parker pit.

We agreed to pay 2¢ per cubic yard for this material which is the same as we are paying for all the other gravel taken from privately owned land.

A description of the pit is attached hereto, also a letter from the owner agreeing to this price.

Our contract provided that we could select one additional pit in addition to the ones specifically mentioned in the contract so we are all right as far as the contractor is concerned.

It is desired to have a formal lease signed please send the proper form to John T. Burch at Paisley who will see that the lease is executed.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl/e
encls.
cc M. D. McCallister
cc John T. Burch

100-A

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Chewaucan Narrows-Paisley Section, F. A. Project No. 100-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 100-A

CHEMAWAH-MARION-PARKER SECTION

OF THE DESERT HIGHWAY IN LAKE COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, December 5, 1935

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost	$ 42,377.63
Federal Aid Funds	$ 34,199.85
Original Length of Project	9.94 miles
Revised Length of Project (including extension)	10.436 miles

NEW WORK

All Required		Clearing and Grubbing		$ 327.33
150	cu. yds.	Trench Excavation	$ 1.00	150.00
500	cu. yds.	Excavation, Single Classification	0.30	150.00
0.16	mile	Finishing Roadbed and Slopes	300.00	48.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
2,500	cu. yds.	Pit-run Gravel Embankment	0.30	750.00
4,000	yd. mi.	Hauling Gravel Embankment Material	0.14	560.00
7.48	miles	Roadbed Widening	300.00	2,244.00
100	lin. ft.	12" Corr. Iron Pipe	2.50	250.00
280	lin. ft.	18" Corr. Iron Pipe	3.00	840.00
100	lin. ft.	24" Corr. Iron Pipe	5.00	500.00
27,500	cu. yds.	Pit-run Gravel Surfacing	0.35	9,625.00
32,000	yd. mi.	Hauling Surfacing Materials	0.14	4,480.00
2,600	cu. yds.	Gravel Shoulder Materials	0.30	780.00
4,000	yd. mi.	Hauling Shoulder Materials	0.14	560.00
3,000	cu. yds.	Filler	0.25	750.00
3,000	yd. mi.	Hauling Filler Materials	0.20	600.00
2,000	M-Gal.	Sprinkling	1.25	2,500.00
12,600	cu. yds.	Mineral Aggregates	0.45	5,670.00
19,000	yd. mi.	Hauling Mineral Aggregates	0.12	2,280.00
10.43	mile	Mixing and Finishing	800.00	8,344.00
870	tons	Light Cutback Asphalt in Place	27.00	23,490.00
		Subtotal		$ 64,998.33
		10% Engr. & Cont.		6,499.83
		Total		$ 71,498.16

Length of Roadwork (incl. extension)	10.430 miles
" " 1 Bridge	.006 mile
Total Length	10.436 miles
Cost per mile, Roadwork	$ 6,855.04

Federal Aid Funds Requested	$ 43,613.87 (6%)
State Funds Available	27,884.29
	$ 71,498.16

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maint: Chap. 41, Laws 1927

1BC 2B

December 10, 1935

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

The State Highway Commission, at its meeting held on November 27th, approved the elimination of the right-angled turn and the relocation of the Fremont Highway at Main and West Streets in the town of Paisley.

Very truly yours,

Secretary

HBC:MEL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
EARL C. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 22, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

The Bureau of Public Roads has requested that we make provision in our contract for the elimination of the right angle turn at Main & West Sts. in the town of Paisley in connection with the Chewaucan-Paisley Section, and that project was approved by the Bureau only on the provision that we make a study concerning the practicability of correcting this situation.

An estimated cost has been submitted by K. D. Lytle, Division Engineer, who reports the cost to be:

Grading & Surfacing	$329.00
Wrecking of 4 buildings	100.00
Purchase of right of way	1000.00
Total	$1429.00

It is suggested that this receive the attention of the Commission and the Bureau of Public Roads at their next meeting.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

W. B. GRAHAM, SECRETARY
CHAIRMAN, PORTLAND
PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 20, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

We are expressing herewith the following data on the proposed line change at west and main streets in Paisley:

50' scale tracing
1 roll platted cross sections
1 profile
Estimate of Cost
List of property and assessed valuations.

The estimate of $1000 for purchase of r/w is based on personal opinion and may be high or low. The buildings have practically no value and the town is not very thickly settled and there are numerous vacant lots adjoining the high way.

We have not prepared right of way descriptions for the portions of lots we take as the matter of r/w width as we have shown on the map may not meet with your approval.

The spring shown at the southwest corner of lot 11 prohibits flatting the curve under 18 degree.

If the plan meets with your approval kindly return the map or a blueprint and we will prepare the necessary r/w descriptions.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER
By W. C. Widdows

OREGON STATE

ESTIMATE OF COST

REDUCING RIGHT ANGLE TURN WEST & MAIN STREETS

PAISLEY TO 18 DEGREE

CURVE

FREMONT HIGHWAY

K. D. LYTLE — NOVEMBER 1935

Excavation Single Class	60 c. y. @	$0.30	18.00
Trench Excavation	4 " @	1.00	4.00
Pit-run gravel Surfacing	420 c. y. @	0.35	147.00
Hauling Surfacing Material	420 y. m. @	0.14	58.80
18" Corr. Iron Pipe	34 l. f. @	3.00	102.00
			$329.80

Wreck 4 buildings	100.00
Purchase of right of way	1000.00
Total estimated cost	$1429.80

PROPERTY OWNERS AT RIGHT ANGLE TURN WEST AND

MAIN STREETS PAISLEY

				Assessed Value
C. R. Graham	Lot 1	Block D		200
" " "	South 2/5 " 2	" ")		
Earl M & Opal Farra M	3/5 " 2	" ")		200
" " "	" 3	" "		100
" " "	" 4	" "		100
Maurice C. Murphy	" 5	" "		100
Earl M & Opal Farra	" 11	" "		100
Lake County	" 12	" "		200

FORM S-A-7 55878 2M 6-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 22, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

The Bureau of Public Roads has requested that we make provision in our contract for the elimination of the right angle turn at Main & West Sts. in the town of Paisley in connection with the Chewaucan-Paisley Section, and that project was approved by the Bureau only on the provision that we make a study concerning the practicability of correcting this situation.

An estimated cost has been submitted by K. D. Lytle, Division Engineer, who reports the cost to be:

Grading & Surfacing	$329.80
Wrecking of 4 buildings	100.00
Purchase of right of way	1000.00
Total	$1429.80

It is suggested that this receive the attention of the Commission and the Bureau of Public Roads at their next meeting.

Very truly yours,

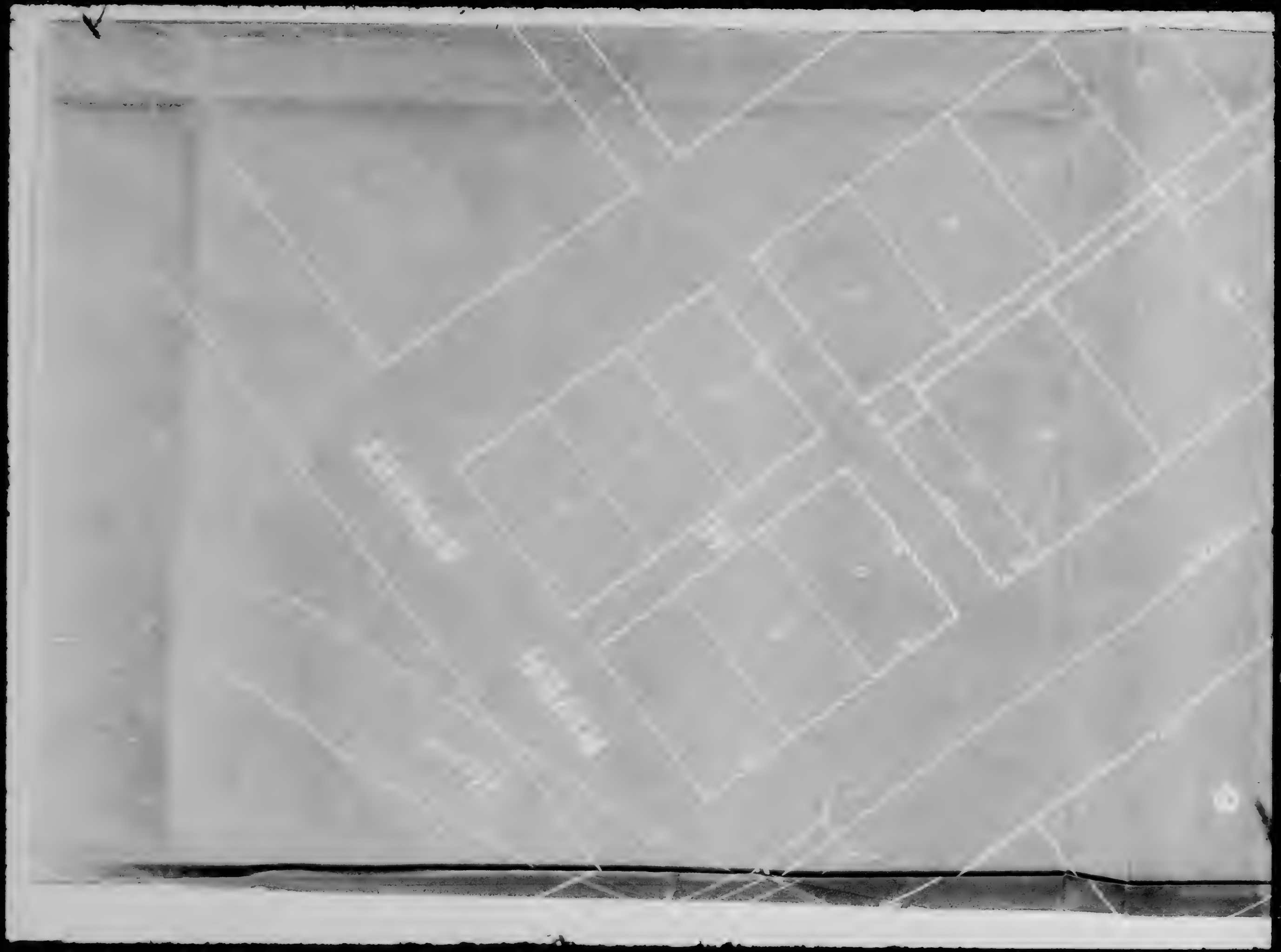
H. G. Smith

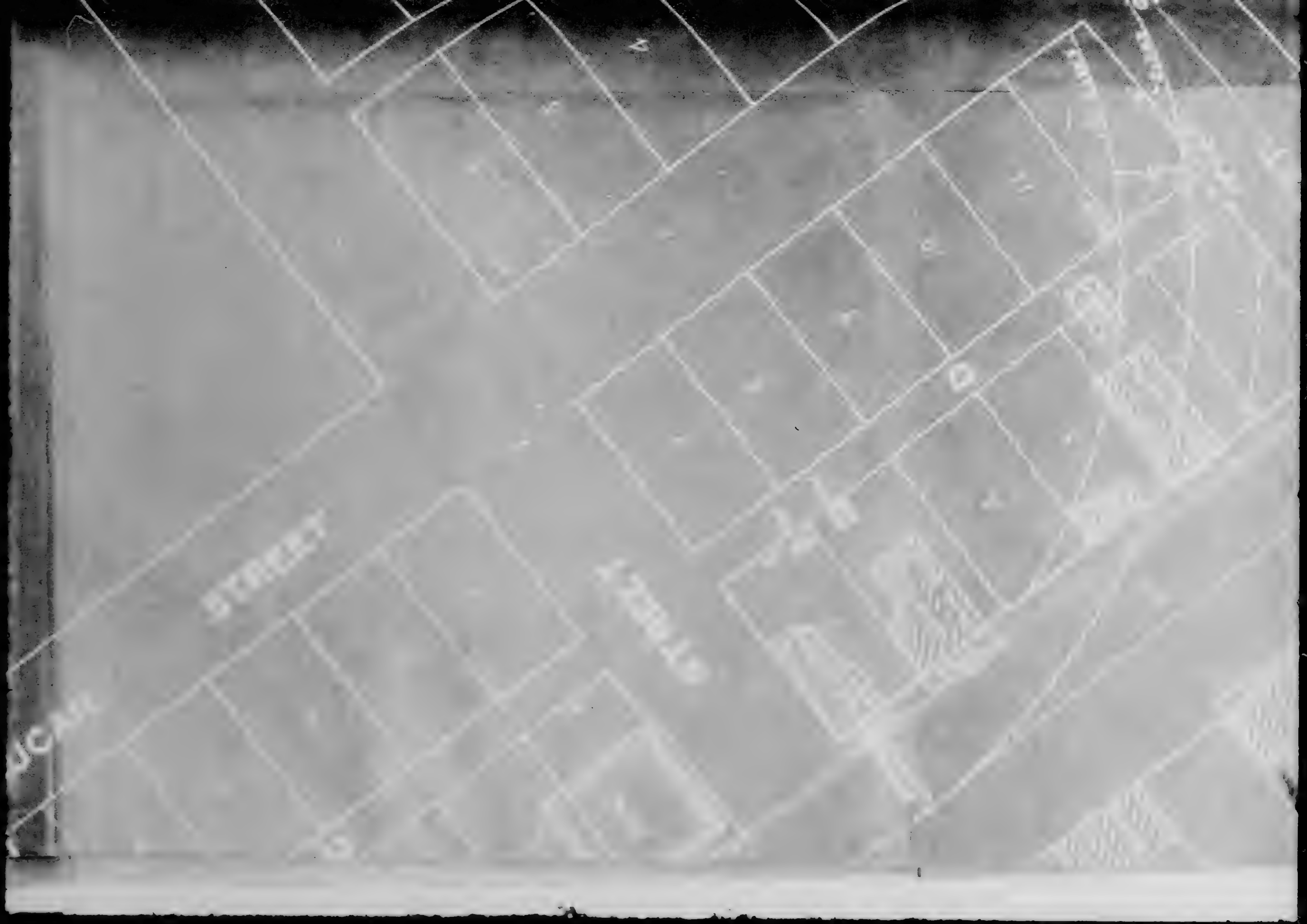
H. G. Smith
Construction Engineer

HGS:AR

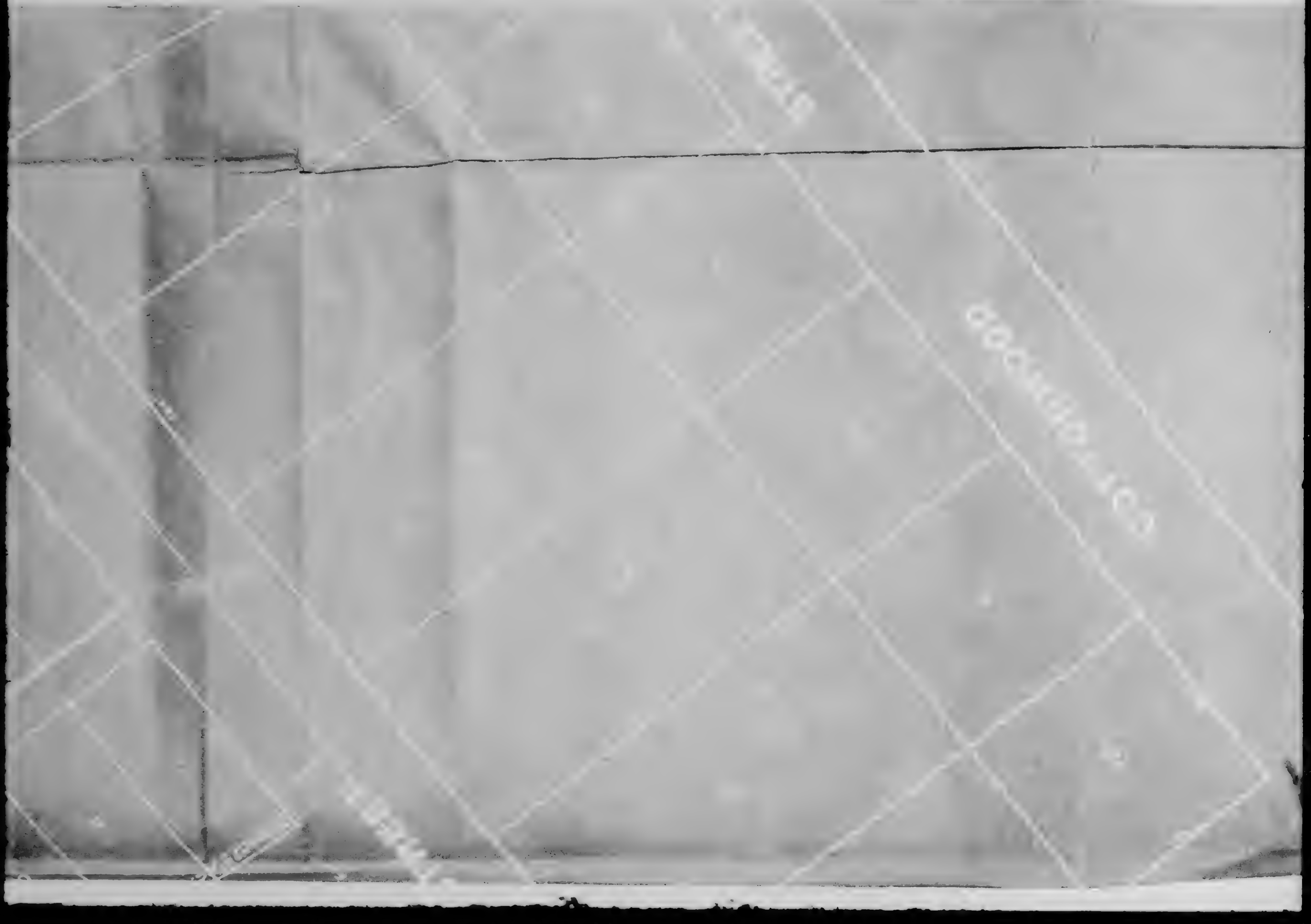
cc to: H. B. Glaisyer

REFERRED TO
[illegible]
Assistant Highway Engineer
For Comments




STREET

OPEN



FORM S.C.-1 25775 5M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

December 7, 1935

10046

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Attached are right-of-way descriptions covering that portion of Block D in Paisley necessary to reduce the present right angle turn to an 18 degree curve. You will note by the descriptions no reference is made to our highway stationing or meridian. In a case of this kind we believe reference to our stationing would be confusing. Our meridian does not check with that given on the town plat so we have omitted referring to definate bearings.

Negotiations for purchase of the right-of-way should be started as soon as possible as the contractor is working on the shoulder widening and has started hauling surfacing and the topping of this section should come out of the pit he is set up in at the present time.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

NOTED

wow/e
encl.

100 a KB

December 6, 1955

Babler Bros.
2407 N. W. 23th Avenue
Portland, Oregon

Gentlemen:

We are forwarding you by express today a fully executed copy of Contract No. 1777, which was awarded to you on November 7, 1955, for the construction of the Paisley-Chewaucan Narrows Section of the Fremont Highway, in Lake County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

100 a

December 3, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of October 21st, concerning the Paisley-Chemult Express Project, Federal Aid Project 100-A, in which letter you request that effort be made to cut back the right angle turn at the intersection of West and Main Streets.

We have investigated the situation at this intersection and find that it will be possible to obtain additional right of way sufficient to flatten this turn to an 18 degree curve. This alteration will result in a very decided improvement in the alignment at this point.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:ER

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 2, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. S. H. Propert
Office Engineer
O f f i c e

Dear Sir:

Herewith letter from W. H. Lynch, requesting that the turn at the intersection of West & Main Sts. in the town of Paisley be eliminated. It is my understanding that the Commission approved the map recently submitted by Mr. Lytle, and an 18° curve will be used at this intersection.

Will you kindly notify the Bureau to that effect.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H. G. Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

October 21, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid project 100-A, the Paisley-Chewaucan Narrows Section of the Fremont Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

It is noted that at the intersection of West and Main Streets a right angle turn is shown. It is requested that efforts be made to cut back this corner so as to provide better facilities for traffic.

Copies of the usual town resolution should be forwarded as soon as possible.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 2nd, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

The Commission has approved the elimination of the right angle turn in the town of Paisley by the construction of the 18° curve, sketch of which you recently submitted. Please furnish right of way descriptions and arrange to build the highway on the curve route.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-C-1 53730 5M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

100 A-13

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 23, 1935

Mr. W. H. Lynch, District Engineer,
U. S. Bureau Public Roads,
Portland, Oregon.

Attention: Mr. F. E. Andrews.

Dear Sir:

There has been forwarded from Salem a copy of your letter of October 31, which refers to the aggregates to be used in Oregon Federal Aid Projects Nos. 100-A and 100-B.

I would like to have you see the aggregates that will be used on this job and if you so desire I will have our engineer on the job send samples to you or if you prefer to have some one make an inspection in the field I will arrange to accompany them.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
cc S. H. Probert.

November 19, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

This is to advise that we have noted the comments made in your letter of October 31st, relative to the quality of aggregates to be used in the road mix surfacing to be constructed on the Paisley-Chemult Narrows Section of the Fremont Highway, Federal Aid Projects Nos. 100-A and 100-B.

In accordance therewith, we are instructing our field engineers that no aggregates are to be used until approved by your office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:EH

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

October 31, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
NOV 1 1935
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Reference is made to the P.S.& E. for Oregon Federal Aid Projects 100-A and 100-B, Fremont Highway, on which bids will be opened November 7, 1935.

The specifications for the road mixed surfacing contemplate the use of screened gravel from deposits designated or to be designated by the engineer, and include no requirements regarding the quality of aggregate. We believe such requirements should always be included, not only for the information of the engineer and contractor, but also to give the engineer proper control over the quality of the aggregate as it is produced.

These specifications are being accepted with the understanding that the usual tests of aggregate will be made and that no aggregate will be used without the prior approval of this office.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FORM S-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 14, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

Reference is made to our letters of recent date concerning a cutback of the corner at West & Main Streets in the town of Paisley. May we have your recommendations on this matter so that we can reply to the Bureau.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

100 A 013

November 9, 1935

Bahler Bros.,
2407 N. W. 28th Ave.,
Portland, Oregon.

Gentlemen:

This letter is to inform you that the State Highway Commission approved and accepted the bid submitted by you on November 7 for grading, etc., on the Paisley-Chewaucan Narrows Section of the Fremont Highway, your bid of $107,952.00 being the low bid submitted for that work.

This letter is your authority and our request to commence grading operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Re-employment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,

STATE HIGHWAY COMMISSION

BY

Secretary

HBG:D
cc-Mr.Lytle
Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 7, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid projects Nos. 100-A and 100-B, the Paisley-Chewaucan Narrows Section of the Fremont Highway, to Babler Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-A-1 6M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

100 A & B

OREGON STATE HIGHWAY COMMISSION

SALEM

October 29, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

I quote from a letter from Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads:

"It is noted that at the intersection of West and Main Street a right angle turn is shown. It is requested that effort be made to cut back this corner so as to provide better facilities for traffic."

Please report on the cost of doing this and if there are no buildings in the way and you consider the property can be had reasonably, please make a survey and submit right of way descriptions. Please secure the very best curve possible - under 18° if possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Paisley.
Lake County

HGS/H

CC to
R. H. Baldock

October 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five blueprint copies of revised project statement map for the Chewaucan Narrows-Paisley Section, Project No. 100.

It is our request that the original project be extended as indicated in the revised map to a connection with Project No. 107 at the north end and southward a distance of 5.528 miles. The revised length of the project is 16.5 miles.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Z. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

SCANNED

101-a

October 14, 1935

Mr. E. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Chewaucan Narrows-Paisley Section, Project No. 100-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 100-A

CHEWAUCAN NARROWS-PAISLEY SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, October 14, 1935

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost	$ 62,377.63
Federal Aid Funds	$ 34,199.85
Original Length of Project	9.94 miles
Revised Length of Project (including extension)	10.436 "

NEW WORK

All Required		Clearing and Grubbing		$ 400.00
150	cu. yds.	Trench Excavation	$ 0.75	112.50
500	cu. yds.	Excavation, Single Classification	0.25	125.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
2,500	cu. yds.	Pit-run Gravel Embankment	0.30	750.00
4,000	yd. mi.	Hauling Gravel Embankment Material	0.12	480.00
7.48	miles	Roadbed Widening	300.00	2,244.00
100	lin. ft.	12" Corr. Iron Pipe	1.50	150.00
280	lin. ft.	18" Corr. Iron Pipe	2.50	700.00
100	lin. ft.	24" Corr. Iron Pipe	3.50	350.00
27,500	cu. yds.	Pit-run Gravel Surfacing	0.30	8,250.00
32,000	yd. mi.	Hauling Surfacing Materials	0.12	3,840.00
2,600	cu. yds.	Gravel Shoulder Materials	0.40	1,040.00
4,000	yd. mi.	Hauling Shoulder Materials	0.12	480.00
3,000	cu. yds.	Filler	0.35	1,050.00
3,000	yd. mi.	Hauling Filler Materials	0.15	450.00
2,000	M-Gal.	Sprinkling	1.50	3,000.00
12,600	cu. yds.	Mineral Aggregates	0.45	5,670.00
19,000	yd. mi.	Hauling Mineral Aggregates	0.12	2,280.00
10.43	miles	Mixing and Finishing	800.00	8,344.00
870	tons	Light Cutback Asphalt in Place	30.00	26,100.00
		Subtotal		$ 65,979.50
		10% Engr. & Cont.		6,597.95
		Total		$ 72,577.45

Length of Roadwork (incl. extension)	10.430	miles
" " 1 Bridge	.006	"
Total Length	10.436	"
Cost per mile, roadwork	$ 6,958.52	

Federal Aid Funds Requested	$ 44,272.24 (61%)
State Funds Available	28,305.21
	$ 72,577.45

CONTRACT 1778

WPH 196-C Grade Cr.-Storm Cr. Sec., Santiam Hwy. 1935

1778

RECEIVED
APR 28 1937
FOR FILING

196-C

April 27, 1937

Brisbine & Mansfield
Lewis Building
337 S. W. Oak Street
Portland, Oregon

Attention: L. W. Neff

Gentlemen:

In response to your inquiry of April 23, you are advised that the warrant covering final payment was mailed to Myers & Goulter on January 13.

This was in connection with their contract No. 1778, Grade Creek-Storm Creek Section in Linn County.

The total amount paid was $114,201.69. Of this amount $356.34 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1778
Linn Co

CHAS. A. MANSFIELD
BEACON 5491

L. W. NEFF
BROADWAY 5517

ASSOCIATE MEMBER

BRISBINE & MANSFIELD

SURETY BONDS — GENERAL INSURANCE

GROUND FLOOR LEWIS BLDG., 337 S. W. OAK ST.

PORTLAND, OREGON

ATWATER 2666

April 23, 1937

RECEIVED
APR 24 1937
STATE HIGHWAY COMMISSION

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Re: Contract 1778 - Myers & Goulter Contractors - construction of Grade Creek-Storm Creek Section of Santiam Highway in Linn County

Will you please advise if final payment has been made on the above contract and if so, on what date and the total amount paid the contractors for this work? If final payment has not been made, when do you expect it will be made?

Yours very truly

BRISBINE & MANSFIELD

By L. W. Neff

N

Total cont. $ = $114,201.69
Final - $356.34

438
Com. 13th

REFERRED TO
BY SECRETARY

RECEIVED
JAN 4 1937
FOR FILING
196-e

#1778
x

January 2, 1937

General Casualty Company of America,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1778 for the construction of the Grade Creek-Storm Creek Section of the Santiam Highway in Linn County, has been completed by the contractors, Myers & Goulter, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 12, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $114,201.69, including the final payment. Of this amount $556.34 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 888—5M—7-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

196-C

For Week Ending December 12, 1936, 193...

Section Grade Creek-Storm Creek

Highway Santiam

Contractor Myers & Goulter

Date of contract Nov. 7, 1935, 193...

Date work started Dec. 5, 1935, 193...

Amount of contract $108,165

Kind of work Grading

Section prefix 22-1008

Contract number 1778

Date of completion Oct. 31 ~~March~~, 1936, 193...

Estimated date of completion ..., 193...

Per cent of time elapsed ...%

Estimated cost of completed project, exclusive of engineering . . . . . $ 114,199.65

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $ 5200.00, 4.8 %

Date project was completed Nov. 7, 1936, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday, Tuesday: Party working on final estimate.

Wednesday: Brown, Chapman completed final estimate and delivered same to Salem.

RECEIVED
DEC 14 1936
DIVISION ENGINEER

Signed J. C. Chapman

Address Cascadia, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

196-C

December 9, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPH 196-C, Grade Creek-Storm Creek Sec., Santiam Highway, F.A. Route No. 37, Linn County, was made by a representative of this office on November 16, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

#1778

RECEIVED
NOV 28 1936
FOR FILING

196-C

November 27, 1936

General Casualty Company of America,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Myers & Coulter on contract No. 1778 for the construction of the Grade Creek-Storm Creek Section of the Santiam Highway in Linn County. This payment will be made on or after December 7, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM G-A-1 SM 7-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

R. G. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEN

RECEIVED
NOV 13 1936
F
196-C

OREGON STATE HIGHWAY COMMISSION

SALEM

November 6th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sirs

May we have your concurrence in an extension of time on Myers & Coulter's Contract #1778, on the Grade Creek-Storm Creek Section of the Santiam Highway, Federal Project NFH 196-C.

All grading work has been completed, but there still remains some cleaning up and burning of some stumps and debris. The overrun of the time limit was caused by the shut-down of all operations by the Governor's orders during the fire hazard existing this fall. It is expected that a permit will be issued for permission to burn in the near future.

Since this delay in completion was due to no fault of the contractor, it is recommended that the extension be granted from October 31st to November 30th, 1936 without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 13 1936
FC

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER

SALEM

November 5, 1936

IN REPLY PLEASE REFER TO FILE NO.

191-E

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

With reference to the attached application of Myers & Goulter for an extension of time on their Grade Creek-Storm Creek Section of the Santiam Highway, contract No. 1778, it is recommended that the extension be granted as requested. All grading work on the contract is complete. This work actually overran the time limit a few days. This, however, was caused by the shut-down of all operations by the Governor's orders during the fire hazard existing this fall.

There still remains the burning of certain piles of stumps and debris, which is not permitted by the Forest Service until the fall rains set in. This work can and will be done within a few days when permission is granted, but due to the uncertainty as to when this will be permitted, the 30-day extension is recommended.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

RECEIVED
NOV 4 1936
FOR FILING
196-C

#1778

October 26, 1936

Myers & Goulter,
5227 First Avenue S.
Seattle, Washington.

Attention: K. L. Goulter.

Dear Sirs:

Receipt is acknowledged of your letter of October 21st requesting an extension of time of thirty days on your contract No. 1778 - Grade Creek-Storm Creek Section in Linn County.

You are advised that it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract before the matter can be presented to the Highway Commission. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

FORM 3-K-1 3000 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

196-C

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

October 14, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert,

O f f i c e .

Dear Mr. Probert:

I am returning the files you gave me for examination in connection with the controversy with Myers & Goulter, and I suggest that the attached letter be sent to Myers & Goulter by registered mail.

I have prepared the letter with the idea that it will be sent out over Mr. Baldock's signature.

Sent Oct. 19

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW
Inc.

7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

October 19, 1936

Myers & Coulter,
Highway Contractors,
Cascadia, Oregon.

Gentlemen:

On September 19, 1936, you were advised by letter of the Commission's attitude and position with respect to the requirements of your contract No. 1778 for the construction of the Grade Creek-Stone Creek Section of the Santiam Highway relative to the amount of man-hours to be employed from certified relief rolls.

You are now further advised that, should you fail to conform to the provisions of your contract with respect to man-hours of labor, deduction will be made from your final estimate to the extent and in the amount of your default in unfurnished man-hours. In other words, the provisions of the contract will be strictly applied.

Yours very truly,

R. H. Baldock

State Highway Engineer

RHB:JMD:PW

October 8, 1936

Mr. J. M. Devers
Attorney
O f f i c e

Dear Sir:

I am enclosing herewith the correspondence we have had with Myers & Coulter relative to Myers & Coulter's statement to the effect that they will be unable to comply with the portion of their contract which requires them to furnish 70,000 man-hours of labor certified by the National Reemployment Service. I am also enclosing a copy of the labor regulations which were a part of the contract.

The provision which the contractors say they cannot comply with, appears on page 9 of the enclosed regulations.

If, after examination of the regulations and the enclosed correspondence, you think that any further action should be taken at this time to fortify the Department's position in the matter, please advise.

Kindly return the correspondence with your reply.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

STATE REQUIREMENTS PERTAINING TO EMPLOYMENT OF LABOR, SUBCONTRACTING, ET CETERA

Description

The requirements stated under this heading are supplemental to the federal requirements hereinbefore stated.

Required Employment

The provisions of the numbered paragraphs which follow are supplemental to the provisions relative to "employment of labor" included in the "federal requirements pertaining to employment of labor, subcontracting, et cetera" given hereinbefore.

1. It shall be an obligation of the contractor to provide a certain number of man-hours of direct employment, on the work to be done under this contract, to persons certified for assignment to the work by the United States Employment Service. The number of man-hours of such employment to be provided shall be as stated in the special provisions given on the typewritten or mimeographed sheets bound herewith.

2. In case of failure on the part of the contractor to provide the specified number of man-hours of employment to persons certified for assignment to the work by the United States Employment Service, the shortage shall be charged to the contractor at the rate of one dollar ($1.00) per man-hour and the amount so charged shall be deducted from the amount earned by the contractor in the performance of the work.

3. It is understood and agreed that the contractor in figuring his bid has taken into consideration the fact that the amount of employment to be furnished as specified is to be the same even though the amount earned by him may be less than the contract amount, and it is understood and agreed that unless the amount earned by him underruns the contract amount by more than ten (10) per cent there shall be neither a waiver of the required employment provision nor any participation by the state in the expense of providing the specified amount of employment. If the amount earned under the contract underruns the contract amount more than ten (10) per cent, the state will make reimbursement to the contractor at the rate of fifty cents ($0.50) per man-hour for "x" per cent of the number of man-hours of employment specified to be furnished, "x" per cent being understood to be the difference between 10 per cent and the number of per cent by which the amount earned by the contractor underruns the contract amount. For example, if the amount earned underruns the contract amount by twelve (12) per cent and the number of man-hours of employment specified to be furnished is 50,000, then the state shall reimburse the contractor for 1,000 man-hours at $0.50 per man-hour, or a total of $500.00.

The term "contract amount" as used in the above paragraphs shall be understood to be the sum of the amounts arrived at by extending the estimated quantities of all bid items, as shown in the proposal form and in the contract form, at the respective bid prices.

The terms "amount earned by the contractor" and "amount earned under the contract" as used in the above paragraphs shall be understood to be the sum of the amounts arrived at by extending the final pay quantities of the various items of work performed under the contract and all supplemental agreements, at the respective contract prices or supplemental agreement prices, plus whatever additional amounts may be paid to the contractor for extra work or additional work or allowed to him for any cause or reason.

Contractors May Not Work as Laborers

Not more than two members of the contracting firm by whom the contract is held shall be engaged on the work in any capacity other than an executive, administrative, or supervisory capacity. The working time of such members as are so engaged shall be limited to the same number of hours per week as is the working time of employed labor of similar classification, and the time worked by them shall be shown on the pay roll.

Foremen May Not Work as Laborers

No person shall be classed as a foreman or as an employe acting in an executive, administrative, or supervisory capacity, who engages in the performance of work as an operator of a piece of equipment or as a carpenter, a concrete finisher, or other class of laborer.

Labor to Be Paid on Hourly Rate Basis

No person shall be employed on the work as a laborer (camp help excepted) on any basis other than a fixed rate per hour. Employment of labor on any kind of a piece work or unit of production basis will not be permitted.

Minimum Hourly Rates to Apply to All Labor Except Camp Help

No individual employed on the work in other than an administrative position (camp help excepted) shall be paid on a basis or at a rate which will yield less than the hereinbefore specified minimum rate per hour for labor.

Camp help may be paid at a rate which will yield less per hour than the hereinbefore specified minimum rates for labor, but it shall not be paid at a rate which will yield less per week than would be earned by other labor of similar classification working the full number of hours per week permitted under these provisions.

Teams, Trucks, and Other Equipment

Teams, trucks, and other equipment shall not be hired or rented at wages or rates including the wages of drivers, or operators. The wages of drivers and operators shall in all cases be paid separately from the wages or rentals paid for teams, trucks, and other equipment.

Upon request of the engineer, the contractor shall provide full information and copies of all agreements pertaining to the employment or rental of, and the basis of payment for, any teams or equipment engaged in any way in connection with the performance of work to be done under the contract. Oral agreements shall be reduced to writing if the engineer so requests.

Equipment Operators to Be Paid for Servicing Equipment

Where operators of equipment are required to grease, adjust, repair or otherwise service, the equipment which they operate, the time required for such work shall be considered a part of the working time and shall be paid for the same as other working time. The operator shall not be required to perform such work on his own time.

Where an operator works the maximum permissible daily or weekly time in operating the equipment, the greasing, adjusting, repairing, and servicing of the equipment shall be performed by other laborers.

Eight-hour day

Only in cases of extreme emergency shall any laborer be employed more than eight (8) hours in any one day, and whenever a laborer is so employed he shall be paid double rate for each hour worked in excess of eight (8) hours, and payment of this double rate shall be clearly shown on the pay roll.

Employes to Be Allowed to Earn Return Transportation

No person hired for the work or sent to the work by the Employment Office in accordance with orders of the contractor shall be discharged, or laid off, until he has earned sufficient to make payment for board, lodging, commissary supplies, etc., and to pay his transportation expense (including meals) from the job to the county seat of the county from which he was hired, except in cases of proven insubordination, unwillingness to work, unsatisfactory performance of duties, or other such good and sufficient cause.

No person sent to the work by the Employment Office at the request of the contractor shall be denied employment which will enable him to earn return transportation as above provided. If the contractor is not willing to accept selections made by the Employment Office, he shall make his own selections before the men are ordered to report to the job.

196-C

September 19, 1938

Myers & Coulter
Highway Contractors
Cascadia, Oregon

Gentlemen:

I was very much surprised at the tone of your letter of September 14 in which you state that you will be unable to comply with the contract for furnishing the man-hours of labor from the certified employment rolls.

Please be advised that unless you do this, the full penalty will be imposed, as stated in the contract. Your failure to furnish the required amount of labor will, of course, result is a considerable monetary saving to you. Under the provisions of your contract and under the provisions of our agreement with the Federal Government, the saving will have to revert to the Federal Government, not to you.

The Employment Service is very efficiently operated and is able to furnish the required labor to all projects in this state and has never failed to do so yet. In consequence, we suspect that your inability to obtain this labor is due mainly to your lack of effort to this end. There is still time and it is still possible for you to obtain and furnish the labor required to fully conform to the specified man-hour requirement in your contract.

If you do not wish to furnish the specified man-hours of labor, you have the opportunity to execute the supplemental agreement form sent you on August 12, which supplemental forms provide for a reduction of 50 cents per man-hour for labor not furnished as specified. This will reduce your penalty for failure to furnish the man-hours of labor from $1.00 per hour to 50 cents per hour. Fifty cents per hour is roughly what you pay the men, and if you do not desire to furnish the full man-hours specified, this is your opportunity to modify the agreement at this time. If you do not employ the men, certainly you are not entitled to the amount that you should have included in your contract for such employment.

The execution of the supplemental agreement will not affect in any way the action that we will take on any request that you make for a waiver of the requirement that a specified amount of labor be furnished.

I would suggest that you give this matter your immediate and careful attention and that your action be taken predicated upon the

understanding that the contract requirements will be enforced.

Very truly yours,

State Highway Engineer

RHB:HH

cc Mr. Guy V. Lintner

Mr. Lintner:

Please check upon this matter at once and advise me of the status of this project. Suggest that you contact your man in Albany and advise him to see the contractor and tell him that you have plenty of men available, unless this statement is not true, and if it is not true I would like to be advised at once so we can determine our position in this matter.

MYERS & GOULTER
CONTRACTORS
MAIN OFFICE: 3227 1ST AVE. SO.
PHONE MA. 7247
SEATTLE, WASH.

UNLESS OTHERWISE REQUESTED YOUR REPLY AS WELL AS INVOICES FOR GOODS ORDERED AND ALL COMMUNICATIONS REGARDING MATTERS HEREIN MENTIONED SHOULD BE SENT TO THE PLACE FROM WHICH THIS LETTER IS RECEIVED.

OFFICE AT Cascadia, Ore. Sept. 14, 1936

RECEIVED
SEP 16 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference to Contract No. 1778 Grade Creek-Storm Creek Section Santiam Highway, relative to the amount of man hours to be employed from certified relief rolls:

Please be advised that we will be unable to comply with this portion of our contract with the State of Oregon, owing to the fact that from time to time, during the life of the contract, we have been unable to obtain men from the relief rolls, when we need them.

Respectfully yours,
Myers & Goulter
By H. L. Goulter

Copy to Mr. Coleman
Copy to Mr. Chapman

196-C

September 29, 1936

Myers & Goulter
Highway Contractors
Cascadia, Oregon

Gentlemen:

To supplement our recent letter concerning the furnishing of labor in connection with your contract for the grading of the Grade Creek-Storm Creek Section of the Santiam Highway, we are enclosing a copy of a letter bearing on that matter received from Guy V. Lintner, State Director of the National Reemployment Service, and a copy of a letter addressed to Mr. Lintner by Ralph M. Coleman, Manager of District No. 3 of the National Reemployment Service.

Very truly yours,

State Highway Engineer

Encl.

U. S. DEPARTMENT OF LABOR

United States Employment Service

National Reemployment Service

204 Old Post Office Bldg.
Portland, Oregon
September 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Ore. State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Reference is made to your letter of September 19, addressed to Myers & Goulter, contractors on the highway project at Cascadia, Oregon, copy of which you sent me.

I checked up on this matter immediately with our Albany office where the help is obtained for this job, and am submitting to you the enclosed report from Mr. Coleman, Manager of this office.

I also checked on this contract with Mr. Sargent, B.P.R. Engineer, as I had heard some rumor prior to your letter that there was some difficulty with the labor situation on this job. Mr. Sargent informed me that there was no difficulty with the labor situation and that the contractor had plenty of help; in fact, more help than he needed and had been forced to let some go.

Yours very truly,

(sgd) Guy V. Lintner
State Director

GVL:NF

Enc. 1

U. S. DEPARTMENT OF LABOR

United States Employment Service

National Reemployment Service

C O P Y

Albany, Oregon
September 23, 1936

Mr. Guy V. Lintner
State Reemployment Director
204 Old Post Office Building
Portland, Oregon

Subject: Myers & Goulter
Contract #1778
Proj. 42 OSH 1936

Dear Mr. Lintner:

I have your letter relative to above Project with copy of letter from Mr. Baldock to the contractor enclosed. I also have a copy of the letter from Mr. Goulter to Mr. Baldock which prompted Mr. Baldock to write the letter you sent me, copy of which I enclose.

Myers & Goulter have never failed to received all of the help that they desired since they commenced work on this project.

During the week of Sept. 7 to 12, I received a telephone order from Mr. High, timekeeper for Myers & Goulter, for seven laborers. I immediately made an assignment of enough relief labor which had been released to me by Mr. Merrill of the WPA and the labor list was forwarded to Myers & Goulter. Out of 11 assignments, three men reported, two of whom quit the following day. This information was telephoned to me from Myers & Goulter during the same week, whereupon we prepared another labor list, making another group of assignments, these men reporting to the job on Monday, Sept. 14.

It was later determined that several of the men included in the first assignments were in the hop fields and did not receive their mail.

Mr. Goulter was in the office on Sept. 14 and advised me that he had all the help that he could use and house at that time but that he was bringing additional sleeping equipment from Seattle and that he would need more men as soon as this arrived. On Sept. 21, I was advised by the timekeeper that the equipment had arrived and that they needed six laborers. Later the same day they advised that they needed four jackhammer men and on Sept. 22 I was advised that they needed two flunkies. All of these men were on the job the evening of the 22nd. The labor list prepared for same and copy forwarded in the mail the evening of the 22nd.

We have no shortage of labor nor do we anticipate any shortage of labor. We have endeavored at all times to cooperate with the contractor, always taking care of a telephone requisition the same as if we had a signed Form 401.

Even though the orders referred to above are filled and the labor list prepared and mailed, we still have nothing confirming our action except telephone calls. We have in times past had this contractor or his representative call us during the forenoon, requesting men for the three o'clock shift in the afternoon. We have not been able in each instance to meet their demands, but have always filled these orders not later than the following day.

I trust this explanation will cover all points relative to the project and I will be pleased to give any other pertinent information or submit our files for examination at any time.

Very truly yours,

/s/ Ralph M. Coleman, Mgr.
District No. 3 N.R.S.

U.S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE

Brady Creek - Storm Creek

SEP 25 1936

204 Old Post Office Bldg.
Portland, Oregon
September 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Ore. State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Reference is made to your letter of September 19, addressed to Myers & Goulter, contractors on the highway project at Cascadia, Oregon, copy of which you sent me.

I checked up on this matter immediately with our Albany office where the help is obtained for this job, and am submitting to you the enclosed report from Mr. Coleman, Manager of this office.

I also checked on this contract with Mr. Sargent, B.P.R. Engineer, as I had heard some rumor prior to your letter that there was some difficulty with the labor situation on this job. Mr. Sargent informed me that there was no difficulty with the labor situation and that the contractor had plenty of help; in fact, more help than he needed and had been forced to let some go.

Yours very truly,

Guy V. Lintner
State Director

GVL:NF

Enc. 1

U.S. DEPARTMENT OF LABOR

UNITED STATES EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE

C O P Y

Albany, Oregon
September 23, 1936

Mr. Guy V. Lintner
State Reemployment Director
204 Old Post Office Building
Portland, Oregon

Subject: Myers & Goulter
Contract #1778
Proj. 42 OSH 1936

Dear Mr. Lintner:

I have your letter relative to above Project with copy of letter from Mr. Baldock to the contractor enclosed. I also have a copy of the letter from Mr. Goulter to Mr. Baldock which prompted Mr. Baldock to write the letter you sent me, copy of which I enclose.

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Even though the orders referred to above are filled and the labor list prepared and mailed, we still have nothing confirming our action except telephone calls. We have in times past had this contractor or his representative call us during the forenoon, requesting men for the three o'clock shift in the afternoon. We have not been able in each instance to meet their demands, but have always filled these orders not later than the following day.

I trust this explanation will cover all points relative to the project and I will be pleased to give any other pertinent information or submit our files for examination at any time.

Very truly yours,

/s/ Ralph M. Coleman, Mgr.
District No. 3 N.R.S.

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

196-C

OREGON STATE HIGHWAY COMMISSION

SALEM
August 6, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. Herman Heiman,
Crawfordsville, Ore.

PROJECT AGREEMENT NOTED
State Highway Engineer

Dear Sirs

THE FEDERAL AID ROAD ACT

In reply to your letter of July 30th,

We have just completed an investigation of your complaint and find that you have been paid the proper wages due you as interpreted under the specifications of this contract.

Rulings have been made on this class of labor previously, and it has been decided that a carpenter's helper (0.50¢ per hour man) can be required to do nailing and sawing.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Ray Webber
H.

CC to
R.H. Baldock

196-U-[illegible]

[illegible] 1034

Form P. R. 2

U. S. Works Program Highway

State Oregon

Project No. WPH 196, Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—8618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of February, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 8th day of July, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 21st day of October, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

one hundred eighteen thousand, eight hundred five and 50/100

dollars ($118,805.50) as the share of the United States payable under said act on account of Section C of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935.
(Include date and citation of
(Public Res. No. 11, 74th Congress)
act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 2226+20 (the east end NRH 196-B (1935), in the NE¼ of Section 31, T. 13 S., R. 5 E., and Survey Station 2288+60, a point in the NE¼ of Section 32, T. 13 S., R. 5 E., W.M.;

, length 1.153 miles, in Linn County, being Section C of Oregon U.S. Works Program / Highway project No. WPH 196, consisting of 1.153 miles of roadway and NO bridges, ~~XXX~~ of more than 20 feet clear span, ~~xxxxxxxxxxxxxxxxxx~~ known locally as the Grade Creek-Storm Creek Section of the Santiam Highway between official control points Cascadia and Sisters.

8—5518

RECEIVED
APR 8 - 1936
REGIONAL HEADQUARTERS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

REC[illegible]
APR 8 - 1936
REGIONAL HEADQUARTERS

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of one hundred eighteen thousand, eight hundred five and 50/100 dollars ($ 118,805.50), certified to the Secretary of the Treasury as above mentioned, which do[illegible] [illegible] [illegible] [

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 1st day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E B Hedding

Member, State Highway Commission
(Title of officer)

By F F Fouvelle

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—3513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Highway Project No. WPH 196-C State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 118,805.50 as the total estimated cost of said project, and the sum of $ 118,805.50 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 1st day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. A. Boyd Kin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

RECEIVED
APR 8 - 1936
OREGON HIGHWAY DEPT.

Mrs. J. Formerly Astor-L

FORM S-S-1 1M 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

UNITED STATES DEPARTMENT OF AGRICULTURE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

R. H. Baldock
196 C

December 3, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Myers & Coulter,
Contractors,
3[illegible]7 First Avenue, S.,
Seattle, Washington.

Gentlemen:

On November 17, 1935, you were awarded the contract for the grading of the Grade Creek-Storm Creek Section of the Santiam Highway in Linn County. We have had no information as yet that any move has been made on your part to start operations on this contract.

We wish to call your attention to the paragraph in the special provisions on page 16, headed "Schedule of Performance." It is highly important that you should start immediately and do such work as may be possible during the winter period, so as to be able to carry on the construction work more rapidly and efficiently when good weather occurs in the spring. All clearing work can be done during the winter, falling of danger trees, a considerable portion of the culvert work, and similar items. The grading can then be carried on without interruption when this work is started.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

REFERRED TO
Chandler
By [illegible] Highway Engineer

Have this started.
Was on Dec. 5th
Informed Mr. Baldock 1935.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 7, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Highway project No. WPH 196-C, the Grade Creek-Storm Creek Section of the Santiam Highway, to Myers & Goulter, Seattle, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

196-C

IN YOUR REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

October 21, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Project WPH 196-C, the Grade Creek-Storm Creek Section of the Santiam Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

This grading project is approved with the understanding that a satisfactory surfacing will be provided as soon as traffic makes it necessary.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

196-E

October 10, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Grade Creek-Storm Creek Section, Project No. WPH 196-E.

Five bid proposals and five sets of blueprint plans, excepting the title sheet, are being sent under separate cover. Copies of the title sheet will be sent later, their delay being occasioned by Mr. Baldock's absence, which prevents our obtaining his signature.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPH 196-C

GRADE CREEK-STORM CREEK SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 10, 1935

All Required		Clearing and Grubbing		$ 3,000.00
500	sq. ft.	Felling Danger Trees	$ 1.00	500.00
850	cu. yds.	Trench Excavation	1.20	1,020.00
70,000	cu. yds.	Common Excavation	0.30	21,000.00
103,000	cu. yds.	Solid Rock Excavation	0.75	77,250.00
90,000	yd. sta.	Overhaul	0.02	1,800.00
8,000	yd. mi.	Truck Haul	0.20	1,600.00
1.15	miles	Finishing Roadbed and Slopes	500.00	575.00
5,000	lin. ft.	Rounding Cutbanks	0.10	500.00
600	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.50	1,500.00
450	lin. ft.	18" Extra Strength Corr. Iron Pipe, Protected Invert	3.00	1,350.00
550	lin. ft.	24" Extra Strength Corr. Iron Pipe, Protected Invert	4.00	2,200.00
60	lin. ft.	36" Corr. Iron Pipe, Protected Invert	6.00	360.00
140	cu. yds.	Class "D" Concrete	25.00	3,500.00
22,000	lbs.	Metal Reinforcement	0.06	1,320.00
4,500	cu. yds.	Selected Roadbed Topping	0.25	1,125.00
7,000	yd. mi.	Hauling Roadbed Topping	0.20	1,400.00
800	cu. yds.	Removal of Overburden	0.25	200.00
			Subtotal	$120,200.00
			10% Engr. & Cont.	12,020.00
			Total	$132,220.00

Length	1.153 miles
Cost per mile	$ 114,674.76

Estimated Labor Required	83,000 man-hours
Estimated Cost of Labor	$ 50,000.00
Estimated Cost of Materials	$ 4,000.00

WPH Funds Requested- $ 132,220.00

CONTRACT# [redacted] 1729, SEE: CONTRACT 1505

1779 SEE: Contract 1505

CONTRACT# 1780

WPGH-25 O.W.R.R. & N. Spanish Hollow 1955
O'Xing Sec.
1730

RECEIVED
DEC 19 1936
FOR FILING

25

#1780

December 10, 1936

General Casualty Company of America
Brisbine & Mansfield, Agents
337 S. W. Oak Street
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1780 for the construction of the Bridge over Spanish Hollow Creek and O. W. R. & N. Company Tracks on the Columbia River Highway in Sherman County has been completed by the contractors, Joplin & Eldon, and that final settlement will be made by the State with said contractors for work done under this contract, on or after December 19, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $65,009.72, including the final payment. Of this amount $138.07 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

25

Sept. 25, 1936

Mr. S. Murray, Chief Engineer
O. W. R. & N. Company,
Portland, Oregon

Dear Mr. Murray

Reply is made to your letter of September 22 inquiring if Joplin and Kidon have completed their contract for the construction of the bridge over Spanish Hollow Creek and the O.W.R. & N. tracks on the Columbia River Highway in Sherman County, State Highway Contract No. 1780.

The record discloses that this job was completed on June 30, 1936 and was accepted by the State Highway Commission by formal action on August 4, 1936.

Yours very truly,

HBG:MC

Secretary

Form 3010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON
September 22,1936

RECEIVED
SEP 25 1936
OREGON
STATE HIGHWAY COMMISSION

Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Brisbane & Mansfield, agents for the General Casualty Company of Maryland, wish to be relieved of the Railroad Company indemnity bond in connection with contract of Joplin & Eldon for construction of overcrossing over Spanish Hollow Gulch and Shaniko Branch near Biggs.

Will you please advise as to whether this work has been completed and if so the date of acceptance by the State. With this information we can then give consideration to termination of the bond.

Yours very truly,

S MURRAY

( ) — 30, 1936

( ) — 4.11 ac

#1780

X

25

September 14, 1936

General Casualty Company of America,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1780 for the construction of a bridge over Spanish Hollow Creek and O. W. R. R. & N. Co. tracks on the Columbia River Highway in Sherman County, has been completed by the contractors, Joplin & Eldon, and that final settlement will be made by the State with said contractors for work done under said contract on or after Sept, 24, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1780

25

July 20, 1936

Mr. H. B. Glaisyer

O f f i c e

Contract #1780, with Joplin & Eldon for construction of the Spanish Hollow Overcrossing Project in Sherman County (Bridge #2133), was completed on June 30, 1936.

Acceptance of this project and permission to pay the final estimate is hereby requested.

W. A. Reeves

DGD:MM

APPROVED BY HIGHWAY COMMISSION
DATE August 4, 1936
Secretary

REFERRED TO
BY SECRETARY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPGH 25

OREGON

POST OFFICE BUILDING
PORTLAND, OREGON

March 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

For

655

Form P. R. 2

State Oregon

U.S. Works Program Grade Crossing Project No. WPGH 25

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of February, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.)

Whereas the Highway Department of said State submitted on the day

of , 19, a project statement, which was approved by the Secretary on the 23d day of October, 19 19, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 23d day of October, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

seventy-one thousand, three hundred seventy-two and 95/100

dollars ($ 71,372.95) as the share of the United States payable under said act on account of [redacted] said project, which does/[redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935.

(Include date and citation of act of legislature by which authorized)

(Public Res. No. 11 - 74th Cong.)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 250+00 in the N.W. 1/4 of Sec. 9, T. 2 N., R. 16 E., W.M. and Survey Station 278+70 in the SE. 1/4 of Sec. 8, T. 2 N., R. 16 E., W.M.;

, length 0.538 of a ~~X~~ miles, in Sherman County, being ~~Section~~ Grade Crossing of Oregon U.S. Works Program / project No. WPGH 25, consisting of 0.461 of a ~~X~~ miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.077 of a mile in length; known locally as the Spanish Hollow Overcrossing Section of the Columbia River Highway between official control points Biggs and Arlington.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] of said project shall not in any event exceed the sum of seventy-one thousand, three hundred seventy-two and 95/100 dollars ($ 71,372.95), certified to the Secretary of the Treasury as above mentioned, which does not exceed the aforesaid Federal pro rata share of [redacted] the approved total estimated cost of [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

Chap. 41, Laws 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27th day of Feby, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E. B. Cleaveland

Member, State Highway Commission
(Title of officer)

By F. L. Du Vall

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. Y. Stuart

Acting Chief, Bureau of Public Roads.

S—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Grade Crossing Project No. 25, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $71,372.95 as the total estimated cost of said project, and the sum of $71,372.95 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 27th day of February one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By L. A. Wheeler
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 S 4839

CONTRACT # [redacted] 1781

WPGH-37 O.W.R.R. & N. O'xing & Grad. 1935
Surf. & Bit. Mac., Big Eddy O'Xing
1781 Sec.

WP614-37

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 4, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1781	14-Final	Parker-Schram Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26841	R-112009	$ 6,575.26	1/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept. 30, 1936

Time Extensions: to Nov. 17, 1936 without penalty

Completion Date: Nov. 17, 1936

Date Accepted: Dec. 17, 1936

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 1-4-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
OCT 8 - 1951
FOR FILING

W 1781 37
1781

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

NOTED
W. C. WILLIAMS

L

With reference to recent actions on the four Parker-Schram Co. contracts in connection with which final payments have not been made, we find as follows:

1. The four contracts are:

   Contract No. 1781 - Big Eddy Overcrossing
   Contract No. 1916 - Ross Island Br.-Schiller Creek
   Contract No. 2326 - Lombard Street Project
   Contract No. 2347 - Oregon Slough-Columbia Slough

2. Relative to Contract No. 1781, we find no indication of any action having been taken either by us or by Parker-Schram since about 1940. (This is a bridge job).

3. Relative to Contract No. 1916, we find that under date of March 9 (apparently on your instruction) we issued two dummy price agreements; one allowing $6.74 for "digging a test hole in cut at Milwaukie Ave.," and the other allowing $24.25 for "removal of curbs at junction of Brooklyn and Grand Avenues." Also, that we issued on March 16, 1949, a revised final voucher in which allowance of the two price agreement items here mentioned was made. Parker-Schram has taken no action on this revised final voucher.

4. Relative to Contract No. 2326, we find that on March 10, 1949, you wrote to Parker-Schram agreeing to an allowance of $1,246.20 to cover what appears to have been an underpayment for asphaltic concrete due to defective weigh scales. In your letter you asked Parker-Schram to advise of its concurrence, but no such concurrence appears to have been received.

5. Relative to Contract No. 2347, we find that on March 10, 1949, you wrote to Parker-Schram disallowing their claim for extra tonnage of asphaltic concrete due to defective scales and asking them to accept the final voucher issued to them in 1941. The final voucher has not as yet been received from Parker-Schram.

Copies of the letters referred to in paragraphs Nos. 4 and 5 above are in the files of your secretary.

S. H. Probert
Office Engineer

SHP:gs

RECEIVED
DEC 12 1940
FOR FILING

A

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

WPGH 37

Salem, Oregon
November 15, 1940

Subject: Big Eddy Overcrossing
Contract No. 1781

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

L

Dear Sir:

We are in receipt of a copy of a letter from Carl F. Smith listing contracts that have not been completely settled.

Work on the above-named contract was completed on November 17, 1936. Final payment on this contract was held up when we were advised by the contractor that he intended to present a claim for additional compensation due to a grade change on one of the cuts on the project. For some reason or other the contractor's details on this claim were not presented to our resident engineer for checking until some time in September, 1937.

In November Mr. Stephenson of this office called on the contractor to attempt to effect a settlement on the claim. A copy of Mr. Stephenson's report to Mr. Paxson, which sets forth the details in regard to the claim, is attached hereto.

It is Mr. Stephenson's contention that there is really no claim due the contractor; and, accordingly, on December 6, 1937, we prepared and submitted the final estimate to the contractor. To date this final has not been accepted, and the contractor has not stated as to whether or not he will accept it.

Yours very truly,

G. S. Paxson
Bridge Engineer

CAG:VM
Attached

NOTED
State Highway Engineer

FORM E-20 REVISED 25M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

C
O
P
Y

November 23, 1937

Subject:

To: Mr. G. S. Paxson
Bridge Engineer
O f f i c e

Dear Sir:

In regard to the claim for extra compensation which has been presented by the Parker-Schram Company on the Big Eddy Overcrossing, Contract No. 1781.

The Parker-Schram Company upon completion of their contract for the construction of the Big Eddy Overcrossing presented a claim for extra compensation for work performed in making a grade change.

On October 26th I conferred with Mr. Schram in regard to this claim. He contended that his company had excavated the roadway to grade and had finished the slopes between stations 1222 and 1238. Mr. Schram said according to the information furnished him, "After completing the roadway excavation and finishing of slopes between stations 1222 and 1238, the state decided to remove a vertical curve in the grade thereby necessitating lowering the grade which meant re-drilling and shooting the roadbed and widening and re-finishing the slopes."

Mr. Schram said in answer to Mr. Peck's statement that the costs of drilling and shooting were too high that his company did not have any records to substantiate these costs except those submitted by their time-keeper who was on the job at the time the work was done.

On November 18th I called on Mr. Peck, resident engineer at The Dalles. Mr. Peck's statement was as follows: "When the contractor first excavated for the roadbed between stations 1222 and 1238, the section between stations 1222 and 1233 had been excavated below the profile grade while the portion between stations 1233 and 1238 was above grade, therefore, it was necessary to again drill and shoot the

section from stations 1233 to 1238 and to backfill the section, stations 1222 to 1233." As he, the engineer, did not wish to backfill the section below grade with the material available, he lowered the grade from stations 1217 to 1238. This did not remove the vertical curve as the contractor had stated, but consisted of changing the grade from +3.04 per cent to +2.93 per cent and shifting the vertical curve ahead 200 feet.

Mr. Peck stated that the contractor did finish the slopes several times but that this was necessary due to the wind erosion of the sand slopes. For this work the contractor was paid for the yardage removed at his excavation price for common material. Mr. Peck contends that the compensation received for this work covered the cost of the work.

As to the contractor's contention that the lowering of the grade made it necessary to re-drill and shoot again, this re-drilling and shooting being very expensive as it required many holes of shallow depth, Mr. Peck's answer was that it was necessary for the contractor to re-drill and shoot anyway as the original shooting had not removed the rock to the profile grade. Also according to Peck the lowering of the grade, while it would require an additional depth in drilling and a slight increase in the amount of powder used, was not near as much as claimed by the contractor and that the cost of doing the work was offset by the prices paid for the yardage removed.

I would recommend that the claim of the contractors for additional compensation be not allowed.

Very truly yours,

M. Stephenson
Bridge Construction Engineer

MS:CM

RECEIVED
JAN 23 1939
FOR FILING

January 19, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 10, 1939, concerning the work performed by the Pacific Telegraph and Telephone Company on the Big Eddy Overcrossing, Project No. WPGH 37-A.

With reference to the method used in prorating the Government's share of cost of this work, on which comment is made in the second paragraph of your letter, we are of the opinion the method used is equitable under conditions such as existed for this particular project. We agree with your contention that state projects constructed with federal projects should bear a proportionate share of cost where the state project is an independent unit with no relation to the federal project. Such a condition existed on the state portion that is situated east of Project WPGH 37-A, and a proportionate share of the utility bill was accordingly charged to this portion.

As stated in our letter of December 1st, however, the section of highway constructed west of the federal project was not constructed as an independent unit, but was in the nature of a borrow pit to provide materials to construct the federal project. If the required embankment materials had been secured from a borrow pit, and the location of which would have necessitated the moving of a pole line, such expense would unquestionably be a charge against the federal project. Accordingly, it would seem the borrowed materials being taken in such manner that the resulting pit could be utilized as a section of highway is incidental and the cost incurred in the required moving of a pole line should constitute a charge against the project for which the borrowed materials were secured.

With reference to the inquiry contained in your letter concerning the franchise of the utility company requiring their moving of the pole line at their own expense, please be advised such condition exists only where a pole line is situated on highway right of way.

In this particular case, the existing pole line was located on privately-owned property, where the State had no authority to require it to be moved at the utility company's expense. The new pole line was, likewise, located on privately-owned property.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
JAN 11 1939
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 10, 1939.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher for Oregon U. S. Works Program Grade Crossing Project WPGH 37-A, the Big Eddy Overcrossing on the Columbia River Highway.

Your letter of December 1st explained the basis of prorating the cost of the Pacific Telegraph and Telephone Company work. Our Washington office, however, advises that it is "unable to agree with the State's contention that the cost of moving telephone line on a project constructed collaterally with ours is chargeable to our project. Only those costs directly incurred because of our project may be reimbursed." Also, because of the fact that the pole line in this case was located along the highway it is believed advisable to have in the record a determination that the cost of moving is not a franchise obligation of the company, if such is the case.

We shall again present the matter of prorating the costs, with any further information you may wish to offer. We should, at the same time, have a letter from your office, preferably from your attorney, regarding the franchise determination. A prompt reply is requested to avoid further delay in payment of the voucher.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 27 1938
FOR FILING

37

May 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of Form Emp. 32 for work performed by the Union Pacific Company, Western Union Telegraph Company, and the Pacific Telegraph and Telephone Company, on Project No. WPCH 37.

We are also enclosing a copy of explanation of overruns and underruns for work under Contract No. 1781.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 16 1938
OREGON
STATE HIGHWAY COMMISSION

May 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher submitted for Oregon project WPGH 37, Seufert-Deschutes section of the Columbia River Highway, we find that the usual copies of the agreement between the State and the Union Pacific Railroad Company, and the forms Emp. 32 covering work performed by the railroad, Western Union Telegraph Company and the Pacific Tel. & Tel. Co., have not been received.

Will you please forward these at your earliest convenience.

Very truly yours,

W. H. LYNCH
District Engineer

#1781

RECEIVED
DEC 8 1937
FOR FILING
37

December 7, 1937

Glens Falls Indemnity Company,
Rogers Insurance Agency,
805 Title & Trust Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1781 for the construction of an overcrossing over the Union Pacific Railway Company tracks on the Columbia River Highway in Wasco County near The Dalles, has been completed by the contractors, Parker-Schram Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 17, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $145,952.45, including the final payment. Of this amount $452.05 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-S-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOM VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 13 1937
FOR FILING
37

RECEIVED
1937
COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

October 13, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

NOTED
State Highway Engineer

Dear Sir:

Attached hereto is a letter from Mr. Peck concerning the Parker and Schram Company claim on the Big Eddy project.

As I was not in charge of this work at the time this change was made, I am forced to take the decision of Mr. Peck, which appears to be the correct settlement.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

wec/s
encl.
cc Mr. R. H. Baldock

#1781

RECEIVED
JUN 30 1937
FOR FILING
37

June 29, 1937

Glens Falls Indemnity Company,
Rodgers Hart Banks Co., Agents,
311 Pittock Block,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Parker-Schram Company on Contract No. 1781 for the construction of an overcrossing over the O. W. R. R. & N. Company tracks near The Dalles on the Columbia River Highway in Wasco County. This payment will be made on or after July 9, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
MAY 17 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
MAY 14 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon RSN 37 (1935)
Seufert-Deschutes Sec.,
Columbia Riv.Hwy.

#37

May 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jwn

Hwy. 5503

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRE 37 (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of April, 1937

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 383, 73rd Cong.):

Whereas the Highway Department of said State submitted on the fifteenth day of January, 1920, a project statement, which was approved by the Secretary on the ninth day of March, 1920, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 8th day of April, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one thousand, seven hundred and no/100

dollars ($ 1,700.00) as the share of the United States payable under said act on account of [redacted] said project, which [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934,
(Include date and citation of
(Pub. No. 393, 73rd Cong.)
act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Grade crossing signal at survey station 1633+02.8 in the NE 1/4. Section 19, T. 2 N., R. 15 E., W.M.

, in Kane County,
Oregon U. S. Public Works Highway (1935)
2 wigwag signals, flashing type.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of one thousand, seven hundred and no/100 dollars ($ 1,700.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] the authorized Federal pro rata share of [redacted] dollars is [redacted], the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance will be by the Union Pacific Railroad Co. in accordance with its agreements of October 25, 1935 and February 3, 1937 with the State Highway Department. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 31 day of May, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Hwy. Project No. IRH 37(1935) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 1,700.00 as the total estimated cost of said project, and the sum of $ 1,700.00 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 3d day of May one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By W. D. Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4830

RECEIVED
APR 24 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
APR 22 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

37-A

April 20, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon NRH 37-A (1935),
Seufert-Deschutes Section, Columbia River Highway
_____, was made by a representative
of this office on March 22, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM S-H-1 (M) 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

PR 37

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

RECEIVED
MAR 24 1937

37

OREGON STATE HIGHWAY COMMISSION

SALEM

March 20, 1937

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Herewith we hand you fully executed copy of supplementary agreement with Union Pacific Railroad Company relative to change in location of highway crossing signals from Lostine to Tumwater.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. J. W. Nash

RECEIVED
MAR 18 1937
FOR FILING
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March 17, 1937

Asbury Transportation Company of Oregon, Inc.
6115 N. W. St. Helens Road
Route 2, Box 90
Portland, Oregon

Attention: Ralph Lawson

Gentlemen:

Reference is made to your letter of March 15, requesting the name of the insurance company who had the PD and PL insurance on certain trucks which were operating for the Parker-Schram Company in the vicinity of Big Eddy, Oregon, last August.

You are advised that we do not have such information in this office and are referring your inquiry to the Oregon Public Utilities Commissioner.

For your information, we wish to advise that the bond furnished in connection with this contract was written by the Glens Falls Indemnity Company, for whom Rodgers-Hart Banks Company, who have offices in the Pittock Block, Portland, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE
cc - Public Utilities Commissioner

#1781

37

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

February 20, 1937

Rodgers-Hart-Banks Company, Agents
Glens Falls Indemnity Company
Pittock Block
Portland, Oregon

Gentlemen:

Referring to letter of January 25, 1937, addressed to you by H. B. Glaisyer, Secretary of the Oregon State Highway Commission, advising of claim filed by Mr. Christ Fauerso, Wasco County Roadmaster, in the amount of $837.00, covering crushed rock furnished for use in connection with our State Contract #1781 for the Big Eddy Overhead Crossing Section of the Columbia River Highway in Wasco County;

For your information and record, this account had already been remitted at that time and we have in our possession original receipt acknowledging payment, reading as follows:

" No. 6803 The Dalles, Oregon, Jan. 26, 1937

Received of Parker-Schram Co.

Amount: Eight Hundred Thirty Seven Dollars

Account of: Crushed Rock, Inv. Oct. 9-1936

Credit of: General Road Fund

J. R. Johnson, Treasurer
Wasco County, Oregon

$837.00 - Thank You"

Yours very truly,

PARKER-SCHRAM COMPANY

By C. A. Schram

CAS:AM

cc: H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

FORM 2-A-1 1000 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. E. CHRISTEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 27 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

January 26th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

Mr. Paxson has asked me to answer your letter of January 22nd, 1937, with reference to Voucher No. 1324, Pacific Telephone & Telegraph Co., in the amount of $3,550.47.

In this letter you state that the original estimate for this work was $1,856.18. This is incorrect, as the estimate accompanying the letter of January 10, 1936, from C. P. Toussieng, General Plant Manager, is $3,500. The amount of $1,856.18 is probably the amount which we submitted to the Bureau as collectable items.

This bill is made out in accordance with my agreement with Mr. Quirk and Mr. Parker, of Parker-Schram Co., which is set forth in my letter of December 11, 1935, general files.

"The State Highway Department will reimburse the telephone company for the cost of readjusting and moving pole lines from Station 1216 to 1254 and pay one-half the cost of duplexing the line between Station 1228 and 1254. Duplexing is to be erected on short poles located about 150 feet south of the right of way line. The contractor, Parker-Schram Co., will pay one-half the cost of the duplexing; the cost of duplexing to be kept separate and distinct from the cost of moving the pole lines; charges to be fully itemized.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: G. S. Paxson

RECEIVED
JAN 26 1937
FOR FILING
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January 22, 1937

Mr. G. S. Paxson
Acting Bridge Engineer
O F F I C E

Dear Sir:

I am returning herewith Voucher No. 1324, Pacific Telephone and Telegraph Company, in the amount of $5,550.47, covering portion of cost of removing and readjusting this company's lines adjacent to the Big Eddy Overcrossing.

The original estimate covering this change was $1,856.18. Kindly advise what caused the overrun.

Very truly yours,

State Highway Engineer

JH:MBL

Encl.

FORM S-A-1 1000 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. ROCKFELLOW, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 27 1937
FOR FILING
37

OREGON STATE HIGHWAY COMMISSION

SALEM

January 26th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Parker-Schram Co.
515 Couch Bldg.
Portland, Oregon

Attention: Mr. Schram.

Dear Sir:

With reference to your letter of January 23rd, 1937 concerning bill in the amount of $557.34 for one-half the cost of duplexing the Pacific Telephone & Telegraph Co.'s line at Big Eddy.

This is to advise that H. W. Teel, Resident Bridge Engineer, has approved the Pacific Telephone & Telegraph Co.'s bill for an equivalent amount as our share of the cost of duplexing.

I am returning your copy of the invoice.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
JAN 26 1937
FOR FILING
37

#1781

January 25, 1937

Glen Falls Indemnity Company
Rogers Hart Banks Company, Agents
311 Pittock Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Mr. Christ Fauerso, Wasco County Roadmaster, advising of Wasco County's claim against Contractors Parker-Schram for furnishing crushed rock, for which a sum of $837 is still due the County Treasurer, in connection with the Big Eddy Overhead Crossing on the Columbia River Highway in Wasco County, State Highway Commission contract No. 1781.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by Parker-Schram in connection with this job.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

encl.

cc - Parker-Schram Co.
515 Couch Building
Portland, Oregon

January 25, 1937

Mr. Christ Fauerso
Wasco County Roadmaster
The Dalles, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 23rd instant advising us of the claim of Wasco County against C ntractors Parker-Schram, same being in the amount of $837 for crushed rock furnished in connection with the Big Eddy Overhead Crossing contract.

The contract to which you refer is contract No. 1781 in connection with which Parker-Schram Company was required to furnish a bond for the protection of claims. This bond was written by the Glen Falls Indmenity Company for whom Rogers Hart Banks Company are local agents with offices in the Pittock Building, Portland.

I am today forwarding a copy of your letter to the Bonding Company for their information.

I trust that the claim will be settled in the near future.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

WASCO COUNTY

CHRIST FAUERSO
COUNTY ROADMASTER
COURT HOUSE
THE DALLES, OREGON

RECEIVED
JAN 27 1937
STATE

January 23, 1937.

The Oregon State Highway Commission,
Salem, Oregon,

Attention: Mr H B Glaysie,
Secretary.

Dear Sir:

Parker-Schram, the contractors on the Big Eddy Overhead Crossing and relocation work done during last year, received from Wasco County considerable crushed rock for which a sum of $837.00 is still due the Wasco County Treasurer.

We have mailed a number of statements, and also inquired by letter as to the cause of this long delay in payment, but Parker-Schram are apparently not inclined to give an answer.

I am therefore notifying you in order that the Bonding Company be notified, which we hope will bring the matter to a final conclusion and payment of the amount due.

Very truly yours,

Christ Fauerso

Christ Fauerso,
Wasco County Roadmaster

CC
Parker-Schram Co., Portland, Ore.

J. E. Peck, Resident Engineer, The Dalles, Ore

ACKNOWLEDGED
H B GLAYSIER

#1781

CHAS. T. PARKER
CARL A. SCHRAM

RECEIVED
JAN 26 1937
FOR FILING
37

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

RECEIVED
JAN 26 1937
STATE HIGHWAY COMMISSION

January 23, 1937

Mr. Christ Fauerso
Wasco County Roadmaster
The Dalles, Oregon

Dear Sir:

We have for acknowledgement your letter of January 20th calling our attention to your Invoice of October 9, 1936, for crushed rock furnished from your Wetle Crusher Plant for surfacing required under our State Highway Contract for the Big Eddy Overcrossing Section of the Columbia River Highway in Wasco County.

We are enclosing herewith our Check #18960 for $837.00 in payment of this account. We apologize for the delay in our remittance, but you will note that our Check in settlement was issued as of October 10, 1936, and we regret for some unaccountable reason was unfortunately misplaced and held up in this office.

We note your intention to file claim covering the above account with the Highway Department at Salem and, under the circumstances, we are taking the liberty of sending a copy of this letter to Mr. H. B. Glaisyer, Secretary of the Highway Commission. While we appreciate that our failure to remit more promptly may to you seem unusual and unwarranted, the situation is more readily understandable when you realize that with the large volume of construction work performed by us involving several different contracts in progress at the same time, we clear over a thousand invoices through this office monthly and an oversight, therefore, is probably occasionally permissible. For that reason we hope you have delayed such action until receipt of our reply, a courtesy we would extend to others and to which we believe we are likewise entitled.

Yours very truly,

PARKER-SCHRAM COMPANY

By Carl A. Schram

CAS:AM
ENC.
cc: H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

NOTED

37

RECEIVED
DEC 22 1936
FOR FILING

December 21, 1936

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Co.,
Pittock Block,
Portland, Oregon.

Dear Sir:

In response to your inquiry of December 19th you are advised that the Parker-Johnson Co. Contract No. 1781 for the construction of the Bid Eddy Overcrossing in Wasco County, was accepted by the Highway Commission on December 17, 1936.

Final payment in connection with the above contract has not yet been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 8010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON
December 19,1936

RECEIVED
DEC
OREGON
STATE HIGHWAY COMMISSION

Mr.H.B.Glaisyer,Secy,
State Highway Commission,
Salem, Oregon

Dear Sir:

Referring to your letter December 11th concerning Big Eddy overcrossing, which was completed and accepted by the Engineering Department on November 17,1936.

Will you kindly advise if the project has now been accepted by the Commission and if so on what date.

Yours truly,

S MURRAY

REFERRED TO
BY SECRETARY

for board ?

RECEIVED
DEC 24 1936
FOR FILING

37

December 11, 1936

S. Murray, Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 8 in regard to the Big Eddy Overcrossing.

The overcrossing was completed and accepted by our Bridge Engineer on November 17, 1936.

We anticipate that the structure will be accepted by the State Highway Commission at its next meeting on December 17, 1936.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

Dict. by H. C. Crews/ce

Form 3010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY.
RESIDENT ENGINEER

PORTLAND, OREGON
December 8,1936

DEC 10 1936

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir: Big Eddy overcrossing

Have Parker-Schram Company completed their contract in all respects for the above project, and if so will you kindly advise the date of completion and also the date of acceptance. This information is desired in connection with release of liability under their bond with us.

Yours truly,

S MURRAY

REFERRED TO
BY SECRETARY

Please put the completion date on

Computed 11/17/36

37a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGH 37-A, Seufert-Deschutes Section, Columbia River Highway, Wasco County, was made by a representative of this office on November 23, 1936.

This office still lacks the necessary three copies of the agreement with the railroad company. Prompt submission of these and the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

RECEIVED
DEC 10 1936
FOR FILING

37

December 10, 1936

Parker-Schram Company
General Contractors
Couch Building
Portland, Oregon

Gentlemen:

This acknowledges your letter of the 5th inst., requesting an extension of time of 55 days for the completion of your contract No. 1781 for the construction of the Big Eddy Overcrossing Section of the Columbia River Highway, in Wasco County; also acknowledges receipt of the letter from the Glens Falls Indemnity Company consenting to such extension.

I shall be pleased to present your letter to the State Highway Commission in accordance with the usual practice.

Very truly yours,

Secretary

HBG:MBL

P.S. I note by the papers that Mr. Parker is satisfactorily recovering from his recent illness. Please congratulate him for me and extend to him my best wishes for a speedy return to full recovery.

H.B.G.

Form 338—5M—5-36

37

ION STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ..... , 193....

Section .....

Highway .....

Contractor .....

Date of contract ....., 193....

Date work started ....., 193....

Amount of contract . . . . . $.....

Estimated cost of completed project, exclusive of engineering . . . . . $.....

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $....., ...%

Kind of work .....

Section prefix .....

Contract number .....

Date of completion ....., 193....

Estimated date of completion ....., 193....

Per cent of time elapsed .....%

Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

.....

.....

.....

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ...., Rollers ....., Mixers ... ., Crushing or screening plants . .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 4 1936
F[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 37

POST OFFICE BUILDING
PORTLAND, OREGON

November 12, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon WPGH Project 37, the Big Eddy Overcrossing on the Columbia River Highway, covering period from September 11, 1936 to October 10, 1936, submitted in amount of $19,342.00.

We call attention to the claim of $59,911.00 on the bridge section of this project, while the project agreement sets up only $57,288.00 to which amount we are reducing this total claim. This makes the net claim for the bridge section $12,759.00.

On this basis we are recommending the voucher for payment in the reduced amount of $16,719.00. Ledger entry for this amt J.84 Rust

Please show on the next voucher, previous payments for bridges as $57,288.00.

Very truly yours,

W. H. LYNCH
District Engineer

Tran Rust

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLADDEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

37

IN REPLY PLEASE REFER TO FILE NO.

September 28th, 1936

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Owing to the fact that the supply of RC5 grade cutback asphalt has been exhausted in the Portland territory, permission has been given for Parker-Schram Co. to use cutback asphalt MC5 grade on the Big Eddy Overcrossing project for prime course only.

The second course cutback seal on this job may be omitted and a single seal conforming to the revised specifications used, that is, .45 gallon per square yard of the Grade "E" asphalt.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
J. E. Peck

FORM 7-31 1500 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

31

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 10, 1936.

Parker-Kalman Company
Couch Building
Portland, Oregon.

Attention Mr. C. A. Sahlrom

Gentlemen:

I am advised by Mr. Chandler that you have not as yet executed and returned the price agreement substituting gravel instead of sand for embankment material on the Big Bldy undercrossing project.

He further advises that you are taking objection to the paragraph in this price agreement under which you waive any claim which you might otherwise have presented for damage due to delay in the preparation of shop plans.

This clause is in line with our conference some time ago and our agreement as to the substitution of this gravel was predicated upon this waiver on your part.

We would appreciate your early action in the matter so that the records of this project may be complete.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

W. B. Chandler
H. G. Smith
R. H. Baldock

H. B. GLAISYER
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS
F. L. TOU VELLE, JACKSONVILLE
7500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

SEP 10 1936

September 8, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

The price agreement for using gravel instead of sand for filling material, made by instructions from Mr. Paxson, was presented to Parker and Schram for their signature by Resident Engineer Peck. They have to date not returned the agreement. At the suggestion of Mr. Paxson I talked to Mr. Schram in Portland, but he stated he did not wish to waive their right to claim damage as a result of delay in shop plans.

I am writing this so you may know present status of this matter. You may have been informed of this matter by Mr. Peck last week when you visited the job. This is in connection with Parker and Schram Contract No. 2088.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

wec/e
cc G. S. Paxson

August 13, 1936

Mr. R. H. Baldock:

Mr. Schram and Mr. Parker were in this office Saturday afternoon and we agreed on the gravel fill for the east embankment of the Big Eddy Overcrossing structure at a price of 50¢ per yard in place, which includes haul and royalty.

They agreed to the inclusion of a clause in the Price Agreement by which they agree to waive any claim for additional cost which they might have presented due to delay in the delivery of structural steel. They told me, however, that King Bros., who have fabricated this steel, had told them that they expected to present a claim for additional drafting on the shop plans and that if this claim waspresented, they would pass it on to us for our ruling. A claim from King Bros. on this job is so ridiculous that I do not think it warrants serious consideration.

Mr. Chandler was advised of the details of this agreement and is to make up the necessary Price Agreement and submit it for signature.

G. S. Paxson

GSP LD

NOTED

RECEIVED
AUG 12 1936
OREGON STATE HIGHWAY COMM.

August 6, 1936.

Mr. Baldock:

I was not able to get Mr. Schram on the phone. I got Mr. Bufton at The Dalles and told him that we would agree to a price agreement costing us approximately 12 cents more per yard for gravel fill on the east end of the overcrossing structure than for the sand borrow fill in our contract; provided, however, that they agree to forego any claim which they might anticipate presenting for delay due to preparation of shop drawings.

Mr. Bufton said that he would have to get in touch with Mr. Schram who was on his road to The Dalles, and that he would call back later.

I am going to Astoria this afternoon to meet Smith and Eason, and asked that he call you direct.

Mr. Smith requested that Mr. Chandler be notified of any decision reached in the mat[illegible]

G.S.Paxson

GP:AP

Form No. 1 2000 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

37

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 10, 1936.

Mr. W. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon.

Dear Sir:

It has been proposed by the Parker-Schram Company, contractors on the Big Eddy Overcrossing project, that the embankment material for the east end of the project be obtained from a gravel pit on the Seufert property. They propose to place this material in the embankment at a price of 50 cents per yard which is to include royalty and haul.

Mr. Baldock has approved of this arrangement, provided that they waive any claim for damages or extra cost due to the delay in the preparation of shop drawings for the structural steel.

We do not feel that the delay in the preparation of these shop drawings is attributable to the state; however, to avoid any argument, we are making this agreement on the part of the contractor a part of the price agreement.

In conference with Mr. Parker and Mr. Schram Saturday, they agreed to the inclusion of this waiver. I would ask that in making up this price agreement, you insert the following sentence:

> "Since, under this price agreement, it will not be necessary to haul the material specified hereunder across the overcrossing structure, the contractor hereby agrees to waive any claim which he might otherwise have made against the state for damages or extra cost due to delay in the preparation of shop plans for the structural steel entering into the construction of the overcrossing structure."

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

NOTED
-- Highway Engineer

cc R. H. Baldock
H. G. Smith

FORM S-A-1 1000 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

37

OREGON STATE HIGHWAY COMMISSION

SALEM
August 6, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sirs

Parker-Schram Company have offered to place gravel borrow on the East Approach to the Big Eddy Overcrossing in lieu of the sand specified in the contract. Their price will be 50 ¢ a yard.

They claim that this material will avoid considerable landscape work and watering in order to prevent the sand from blowing and will expedite the completion of the project by at least one month. They also state that it will tend to offset their claims for delays in staking out the bridge.

Mr. Paxson is to discuss this phase of the situation with Mr.Schram and will notify you whether or not the use of gravel is approved.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

37

July 21, 1936.

Mr. R.H. Baldock

At the time specifications were written for the Big Eddy Overorossing, it was the practice of this department to include a paragraph in our specifications setting forth the fact that the contractor would not be required to pay royalty on sand or gravel taken from a navigable stream. After the specifications were written but before the contract was awarded, the State Land Board advised us that they would rharge royalty for all gravel taken from navigable streams whether or not it was used on state projects.

The contractor for the Big Eddy job had placed his bid on the basis of NOT paying royalty. It was necessary, therefore that the state pay the royalty. The attached invoice is to cover the royalty on all sand and gravel taken from the Columbia River and used in the Big Eddy job.

W. A. Reeves

WAR:AP
Attached

F.6 F.6 X

37

July 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Building

Dear Mr. Baldock:

The State Highway Commission at its meeting on July 7 approved your letter to Dr. L. S. Cressman, Curator of Anthropology, University of Oregon, in regard to the artificial skeletons at Celilo Canal.

The Commission authorized the performance of this excavation at its location by hand labor provided Dr. Cressman will be present when the work is in progress or will have some capable person present representing him.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

$500.00 cost

F. 6 F. 6

CHAIRMAN, PORTLAND
PENDLETON
VELLE, JACKSONVILLE
H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 9th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. E. Peck
Resident Engineer
State Highway Dept.
The Dalles, Oregon

NOTED
State Highway Engineer

Dear Sirs

Mr. Stafford of the Anthropological Department of the University of Oregon at Eugene, under L. S. Cressman, will report at The Dalles on Sunday, July 12th, to be present during the excavation of the cut where the Indian relics were found.

The extra work order, in the amount of $500, for hand labor, has been approved, and you should make arrangements to start this work on Monday so that Mr. Stafford will be under no unnecessary expense. Any screens or other special tools which you will require may be constructed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. E. Chandler

July 7th, 1936

Dr. L. S. Cressman
Curator of Anthropology
University of Oregon
Eugene, Oregon

Dear Sir:

During the excavation of a cut in the vicinity of the Army Engineers buildings at the Celilo Canal near Big Eddy east of The Dalles a number of artifacts and skeletons were dug into by the steam shovel. Those in charge of the work thought the skeletons had been too badly destroyed to have any value, but a number of unusual stone utensils were found and preserved. The most unusual are a stone turtle and mixing bowl with stone scallops along the outside rim.

Only a portion of this cut has been excavated, and the balance will be taken out within a week or two. The engineer in charge feels quite certain that other objects or skeletons will be found during the excavation of the balance of the cut, as these have been found in this vicinity whenever excavation has been done, so I have made arrangements to do this work by hand labor and request that you be present, or assign someone capable of preserving any of the discoveries made. Additional expense for this hand excavation has been appropriated by the Highway Department, and the work can be carried on as slowly as necessary.

Will you kindly advise whether you think this investigation advisable and whether you can be present to supervise the work.

Very truly yours,

State Highway Engineer

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
June 30, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

Reference is made to the offer of Parker-Schramm Company Contractors on the Big Eddy Over Crossing, that they substitute gravel for sand as fill material at the increased cost of 7¢ per yard.

I do not consider it advisable to haul this amount of material over the bituminous macadam, neither do I desire to make a change in the contract. Therefore it is preferable that the material designated in the contract be used.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H.Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPGH 37

POST OFFICE BUILDING
PORTLAND, OREGON

June 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

For

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPGH 37

POST OFFICE BUILDING
PORTLAND, OREGON

June 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Iron

EM-Alp 2196

Form P. R. 2

State Oregon

U.S.Works Prog.Grade Crossing Project No. WPGH 37

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of March, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the fifteenth day of Jamary, 1920, a project statement, which was approved by the Secretary on the ninth day of March, 1920, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] of said project which were recommended for approval by the United States District Engineer on the 23rd day of October, 19[redacted]; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred forty thousand, two hundred fifteen and 52/100

dollars ($ 140,215.52) as the share of the United States payable under said act on account of [redacted] said project, which [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized) (Public Res. No. 11, 74th Congress).

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1241+15 in the NW 1/4 of Sec. 31, T. 2 N., R. 14 E., W.M., and survey station 1271+40 in the SE 1/4 of Sec. 30, T. 2 N., R. 14 E., W.M.,

, length 0.572 of a miles, in Wasco County, being ~~Section~~ ~~xxx~~ Oregon U.S.Wks.Prog.Grade / Crossing project No. WPGH 37, consisting of 0.510 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.062 of a mile in length. known locally as the Big Eddy Overcrossing Section of the Columbia River Highway between official control points The Dalles and Biggs.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] of said project shall not in any event exceed the sum of one hundred forty thousand, two hundred fifteen and 52/100 dollars ($ 140,215.52), certified to the Secretary of the Treasury as above mentioned, which [redacted] the approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 11S.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 29 day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Rodrick

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission.
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—5518

Form P-8. 6—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. U.S.Wks.Prog.Gr.Crossing WPGH 37 State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 140,215.52 as the total estimated cost of said project, and the sum of $ 140,215.52 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal [illegible] said total estimated cost.

Done at the city of Washington, this 2d day of June one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. L. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 S—4230

FORM S-C-1 55775 5M 6-55

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

31

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

June 8, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

I am sending you herewith a price agreement covering the installation of 450 lineal feet of 8 inch perforated concrete pipe on the Big Eddy Overcrossing.

In one of the cuts on the east end of the project we ran into a lot of water which comes from a drainage system in the lawns and from some springs which crop out below grade. There was so much of this water that the contractor had to dig a deep ditch in order to complete his cut.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.

FORM S-B-1 1M 4-36

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

37

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

June 2nd, 1936

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

We are advised by Mr. Reeves of the bridge department that the Force Order for oiling slopes on the Big Eddy Project was approved and approved copies have been sent out.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

FORM S-C-1 58778 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

37

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

~~June~~ May 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

What are you going to do in regard to the work order on the Big Eddy job which provided for the oiling of slopes. This work should be done and to do it it will be necessary that I get the oiler before all of the oil crews go out.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e

FORM S-C-1 22770 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am submitting for your consideration an order for the oiling of the slopes on the Big Eddy job. The west end is sandy and it is important that we do something to stabilize the slopes.

If possible I would like to have approval of this order at once so that I can get the oiler up here prior to the starting of our regular oiling.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.
cc G. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

April 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are today recommending for approval the P.S.& E. covering Oregon U. S. Public Works Project No. NRH 37 (1935), the Tumwater Grade Crossing Signal on the Seufert-Deschutes River Section of the Columbia River Highway, O.W.R.& N. Ry. (Union Pacific).

This is your authority to proceed with this project on a force account basis, subject to approval by our Washington Office.

In requesting alternate bids on signals or on materials, it is with the understanding that the low bidder be awarded the contract.

Very truly yours,

W. H. LYNCH
District Engineer

Snf

37

April 4, 1936

Mr. Sam Murray
Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

This is to advise that we, yesterday, sent to the U. S. Bureau of Public Roads the plans, specifications, bills of materials and estimates of cost for the Tumwater Grade Crossing Signal Project. This completes the submission of plans for the nine grade crossing projects on your lines.

It will be a few days before we receive approval from the Bureau of Public Roads authorizing the sending out of requests for quotations on materials, but in the meantime there is no objection to your completing all preliminary arrangements for the sending out of the requests, so that they can go into the mail as soon as the Bureau's approval is received.

We are sending, under separate cover, one copy each of the plans, specifications, bills of materials and estimates for the following installations:

Arlington	Wasco
Wallowa	Hermiston
Saxe	Tumwater
Vale	

Similar information for the installations at Cairo and Island City has previously been placed in your hands.

The Bureau of Public Roads and the State Highway Department will each desire copies of your requests for quotations and copies of the itemized bid tabulations. Awards must be approved by the Bureau before orders are placed.

Very truly yours,

State Highway Engineer

Form 3010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY.
RESIDENT ENGINEER

PORTLAND, OREGON
March 28, 1936

MAR 31 1936

Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Will appreciate it if you will advise me how the nine flashing light signal installations are coming along. I am becoming a little concerned lest slow progress in regard to this may result adversely.

In this connection, please recall our understanding to substitute the installation at Oregon Trunk Jct. for the one originally planned at Lostine.

Yours very truly,

S MURRAY

PREFERRED TO
Prompt

Group Bonly

Revised Bill of Material for Installation of Federal Aid Highway Crossing Signals in the State of Oregon, O-WR&NCo. Lines, at nine following locations:-
Wasco, Arlington, Saxe, Hermiston, Island City, Wallowa, Lostine, Vale and Cairo.

GROUP No. 1 — Signals, Poles and Fittings

May be furnished by
Union Switch & Signal Co., Swissvale, Pa.,
General Railway Signal Co., Rochester, N.Y., or
Magnetic Signal Co., Los Angeles, Cal.

8 Highway Crossing Signals, complete with crossing sign, ref. 2, flashing light units H-C Switch back lights, ref. 6, "stop on red signal" sign reflector button type, ref. 8, 4" pipe post with base ARA Dwg. 1449, US&SCo. Pl K-009

" 8 Side of Highway support Model 11, lower quadrant magnetic wig-wag flagman with flashing lights, assembly 2355-2 type KCC-8 volt DC- 504, complete with "Railroad Crossing" sign, and reflector "stop on red signal" sign, as per drawing 2355, with bell. Magnetic Signal Co., Los Angeles.

" 2 Side of Highway support Model 11, lower quadrant magnetic wig-wag flagman with flashing lights, assembly 2355-2, type KCC-8 volt DC- 504, complete with "Railroad Crossing" sign, reflector "4 Tracks" number sign and reflector "stop on red signal" sign, as per drawing 2355, with bell. Magnetic Signal Co., Los Angeles, Cal.

" 1 Style DX 13, D.C. Interlocking relay, magnets 670 Ohms per pair, complete with 4 front and 4 back low voltage contacts for each pair of magnets, ref A-Pl E-5100. US&SCo.

" 9 Style DX 13, D.C. Interlocking Relays, magnets 4 Ohms per pair, complete with 4 front and 4 back low voltage contacts for each pair of magnets, Ref. A-Pl E-5100 US&SCo.

" 4 DC Flasher Relays complete, 400 Ohm, Pl E-5062, ref. A, Pc 183669, US&SCo.

" 3 Style DN 12, 4 Ohm Relays with 6 silver to silver impregnated graphite front and 4 silver to silver non-independent back contacts, US&SCo Pl E-4904, ref. Ac

Bill of Material for F.A.Highway Crossing Signals, Contd.

GROUP 1, Sheet 2.

8 | ~~9~~ Style DN-12, 4 Ohm Relays with 4 silver to silver impregnated graphite front and 4 silver to silver non-independent back contacts, US&SCo Pl E-4904, Ref. Ac

9 | " ~~9~~ Style ANL-30 Power Transfer Relays, Ref. Ab, US&SCo., Pl E-1175

10 | " ~~9~~ Style DNL-41 undervoltage relays, Piece #191034

11 | " ~~9~~ Instrument cases, US&SCo Pl L-1144, Ref. A, with 4" short cable post and flat pinnacle, shelving arranged per drawing SD 244. Distance from top of foundation to top of pinnacle to be 9'0".

12 | " 7 Style RT-10 rectifiers, US&SCo Ref Pl S-4, ref Ag (for line storage batteries)

13 | " ~~24~~ Style RT-10 rectifiers, US&SCo Ref. Pl S-4, Ref. Be (for track storage batteries)

14 | " ~~2~~ Style RT-10 rectifiers, US&SCo Ref. Pl S-10, ref Ag (110 volt, 60 cycles)

15 | " ~~9~~ Style W-10 transformers, US&SCo. Pl F-6020, Ref. S

16 | " ~~4~~ Style RTA-21 Rectifier US&S Co. Ref.

BILL of Material for F.A.Highway Crossing Signals, continued.

--- GROUP 2, ~~Sheet 1~~

May be furnished by
The Kerite Insulated Wire & Cable Co., Inc.,
411 Mateson Bldg., San Francisco, Cal., or
The Okonite Co., Passaic, N.J.

4 3340 ft. single condr. #6 AWG solid copper 6/64" wall insulation, taped and two jutes, for trench lay service.

" 955 ~~ft~~ 2-condr. #10 AWG solid copper 6/64" wall insulation, taped and two jutes for trench lay service.

" 1400 ~~ft~~ 4-condr. #10 AWG solid copper 6/64" wall insulation, taped and two jutes for trench lay service.

" 1500 ~~ft~~ #14 AWG single condr. solid copper wire, 5/64" wall insulation, 1 tape and 1 braid

" 1000 ~~ft~~ #10 AWG solid copper insulated wire, 5/64" wall insulation, 1 tape and 1 braid.

" 150 ~~ft~~ 2-condr. aerial cable, each condr. #14 AWG solid copper, 3/64" wall insulation.

" 600 ft 5-condr. bronze tape cable, ea. condr. #10 AWG solid 5/64" wall insulation, plain; condrs. properly laid up into cable form and finished overall with core tape, jute bedding, one 10-mil bronze tape and 2 layers saturated jute underground finish.

~~160' #14 BT cable — 14 Conductors.~~
~~125' #14 Aerial " — 12 " /~~

" ~~1500'~~ 14 Conductor bronzed Taped cable each conductor No 14 AWG Solid 5/64" wall, Okonite insulation plain! Conductors properly laid up in cable form and finished overall with Core Tape, jute bedding, one 10 mil bronze Tape and two layers saturated jute underground finish

6' 12 Conductor Aerial Cable each conductor No. 14 AWG Solid 3/64" wall Okonite insulation, plain conductors properly laid up into cable form with one tape and one braid overall

BILL of Material for r.a.Highway Crossing Signals, continued.

GROUP 3, Sheet 1.

may be furnished by
Thos. A. Edison, Incorporated,
Balbon Bldg., SanFrancisco, Cal.

22-6	Each	9	Cases 7-cell B-4-H 75 AH steel nickel alkaline storage battery, in bottomless trays, UP standard.
24-7	Each	21	cases 1-cell B-4-H 75 AH steel nickel alkaline storage battery in bottomless trays, U.P.Standard
26-8	only	84	Edison RSA 500 AH primary cells S-504, complete with barrel shaped heat resisting glass jars.

BILL of Material for F.A. Highway Crossing Signals, continued.

Group 4, sheet 1 Paladin Equipment

May be furnished by
Graybar, 809 N.W.Flanders st., Portland, Ore.,
General Electric Supply Corp, 205 N.W. 5th Ave.,
Portland, Ore., or
Westinghouse Electric Supply Co., 1344 N.W. 8th Ave.,
Portland, Ore.

1000	ft	1/4" Siemans-Martin 3150# Ex Galv steel strand
3000	ft	#9 BWG, W.P. iron line wire, double braid
0.1	Mi	#10 AWG WP 40% cond. Ariston CW wire
9		safety switches and fuses, 110 V circuits, similar to #98251, Graybar
159		10-ft. 8-pin cross arms, Western Union Standard
316		cross arm braces, 28", 9/16" and 7/16" punching
156		Galv. through bolts, 5/8"x12"
316		5/8"x2-1/4" toe galv. fetter drive lags.
158		1/2"x4" heel galv. fetter drive lags
316		square washers, 2-1/4"x2-1/4", 11/16"
350		Porcelain insulators, Westinghouse #104, or equal
350		1/2" steel telegraph pins, Joslyn #200 or equal
500		#9 BWG tie wires, 13" long
72		Porcelain strain insulators, Thomas 602
42		8" Bierce anchors with 5/8"x6' galv rod with thimble eye.
9		5/8"x6' copperweld ground rods
72		galv. 2-bolt guy clamps for 1/2" or 5/16" steel wire
475		Davidson Cable hangers, #2, 11" long
1.2	Mi	#9 iron line wire.

BILL of Material for F.A.Highway Crossing Signals, continued.

Group 5, Sheet 1

May be furnished by
Western R.R.Supply Co., 2330 So. Ashland Ave., Chicago, Ill., or
Railway Accessories Corp., 1504 Chrysler Bldg., New York.

8 #222 Highway Crossing bells, 12" Gong, 8 volt DC operation, W.R.S.Co

4 Adjustable Resistance Units, #7321, WRSCo

81 Adjustable track resistance units, #7323, WRSCo, for track storage battery

480 BBA Porcelain terminals compl. ARA Dwg 1056 #10565

76 Testing switches WRSCo Ref R-3520 (Do not substitute)

390 Fibre tags ARA Dwg 1622 #16222, WRSCo

4 Trico fuse clips to fit ARA terminals for 5 Amp Trico fuse, WRSCo

8 Trico 5 Amp, 250 volt, removable midget fuses, WRSCo

4 27mA Neon gas lightning arresters Pl R-11, Ref. 3, for 110 volt circuit, WRSCo

48 Bracket Arm Brackets, Model R-5012, W.R.S.Co

2070 #8 BWG dbl. galv. Armco bond wires, 54" long, WRSCo

80 #6 AWG 40% cond. 3D copperweld bond wires, 46" long WRSCo

400 Copperweld Keystone bonds, 48" long, Type 7-B-10, through welded, WRSCo

Bill of Material for F.A.Highway Crossing Signals, continued.

Group 5, Sheet 1

May be furnished by
Western R.R.Supply Co., 2330 So. Ashland Ave., Chicago, Ill., or
Railway Accessories Corp., 1504 Chrysler Bldg., New York.

48	8	#222 Highway Crossing bells, 12" Gong, 8 volt DC operation, W.R.S.Co
49	4	Adjustable Resistance Units, #7321, WRSCo
50	21	Adjustable track resistance units, #7323, WRSCo, for track storage battery
51	480	SSA Porcelain terminals compl. ARA Dwg 1056 #10565
52	76	Testing switches WRSCo Ref A-3520 (Do not substitute)
53	500	Fibre tags ARA Dwg 1622 #16122, WRSCo
54	4	Trico fuse clips to fit ARA terminals for 5 Amp Trico fuse, WRSCo
55	8	Trico 5 Amp, 250 volt, removable midget fuses, WRSCo
56	4	27-A Neon gas lightning arresters #1 K-11, Ref. 3, for 110 volt circuit, WRSCo
57	40	Bracket Arm Brackets, Model B-5012, W.R.S.Co
58	2070	#8 BWG dbl. galv. Armco bond wires, 54" long, WRSCo
59	80	#6 AWG 40% cond. SD copperweld bond wires, 46" long WRSCo
60	600	Copperweld Keystone bonds, 48" long, Type 7-B-10, through welded, WRSCo

Bill of Material for F...Highway Crossing Signals, continued.

Group 6, ~~Sheet 1~~ Middletown

Will be furnished by U.S. from stock.

~~10~~	S.H. cast iron ~~battery~~ Relay boxes.	
63	90# ARA Insulated joints	
4000	9/32" channel pins	
8	8-cell concrete battery boxes, complete with C.I. hood, U.S. Dwg. A-2956	
~~700~~	Type A Bee wire terminals	
~~100~~	No. 2 Chain terminals	
~~144~~	~~sacks~~ cement	
~~27~~	~~cu.yd.~~ sand	
~~40~~	~~1/2 cu.yd.~~ crushed rock or gravel	
400	ft. Trunking, CS 186	
~~420~~	ft Cover, CS 186	
2	30-ft Class 5 poles	
61	signal padlocks	
~~10~~	~~lbs~~ 8d nails	
~~27~~	lbs 6d nails	
~~31~~	lbs 3/4" friction tape	
~~36~~	lbs hard solder, 50/40	
~~0~~	one-half pound ~~same~~ Allen's soldering paste	
~~10~~	qts KAB insulating paint	
~~27~~	qts CS 7 black varnish	
~~10~~	qts CS 26 Aluminum paint	
~~36~~	1"x18" anchor bolts with hex nuts, similar to Dwg CS 374	
~~72~~	3/4"x18" anchor bolts with square nuts, Dwg CS 374	
~~36~~	Pipe elbows for foundations, Dwg. CS 364	

March 16, 1936.

Mr. J. M. Devers

NOTE

The State Land Board royalty on gravel for the Big Eddy Overcrossing will be paid directly by the Highway Department.

I would think that the matter of checking the amounts is something which the Land Board should worry about rather than this department. However, we will have a record of the amount of road surfacing placed under this contract, in cubic yards, and will also have a record of the number of cubic yards of concrete used, together with the proportions of sand and gravel used in the concrete. With this information it is possible to pretty accurately figure the yards of both sand and gravel which is used in the concrete portions of the structure.

I am not advised as to whether or not all of this material is coming from navigable streams, but will make inquiry from our field force.

G. S. Paxson

GSP:AP

cc R. H. Baldock

Form 3010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

37

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

March 6, 1936

Parker-Schram Company,
515 Couch Building,
Portland, Oregon

Gentlemen:

In accordance with Section Sixth of your contract of November 7,1935, with Oregon-Washington Railroad & Navigation Company and Western Union Telegraph Company covering the work you are doing at the Big Eddy overcrossing, you are hereby notified and required, at your own expense, to station and maintain a qualified flagman on each side of the work at all times while the work is in progress and at all times while any hazard exists. These men must pass a satisfactory examination on the rules and regulations of the company, as required by the contract.

Very truly yours,

S MURRAY

CC Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

As result of contractor shooting, rail was broken last night, but block signal system protected our Spokane train and the Portland Rose.

S MURRAY

SHIP AND TRAVEL BY RAIL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

37-A

IN YOUR REPLY PLEASE
REFER TO FILE No.

1936

POST OFFICE BUILDING
PORTLAND, OREGON

March 5, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have corrected the total amount under WPGH funds requested on the project agreement estimate dated February 6, 1936, for Oregon Works Program Grade Crossing project WPGH 37-A, the Big Eddy Overcrossing on the Columbia River Highway, to $140,215.52 in order to agree with the itemization.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

From

37

February 27, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of agreement estimate for the Big Eddy Overcrossing Section, Project No. WPGH 37.

As discussed with Mr. Davis, the additional excavation materials secured beyond the limits of the project, necessary to complete the roadwork, have been included in the estimate as a cost in constructing the project.

In addition, there has developed the necessity of moving and reestablishing the pole line of the Pacific Telegraph and Telephone Company, this line being located on private-owned property. We have included the cost of this work in the agreement estimate.

Very truly yours,

H. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KE

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Crossing Project
No. WPGX 37

BIG EDDY OVERCROSSING ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1936

Roadwork (Sta. 1241+15 to Sta. 1272+40)

All Required		Clearing and Grubbing		$ 280.16
5	cu. yds.	Trench Excavation	$1.50	7.50
37,500	" "	Common "	0.30	11,250.00
47,500	" "	Solid Rock "	0.90	42,750.00
55,800	yd. stas.	Overhaul	0.01	558.00
43,000	yd. mi.	Truck Haul	0.15	6,450.00
.51	mile	Finishing Roadbed & Slopes	600.00	306.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
80	" "	18" Corrugated Iron Pipe	2.00	160.00
3,280	" "	Cable Guard Fence	1.00	3,280.00
3,700	cu. yds.	Gravel Topping	0.70	2,590.00
1,300	" "	Gravel in Surfacing & Shoulders	1.45	1,885.00
350	" "	Filler	0.50	175.00
500	yd. mi.	Hauling Filler	0.15	75.00
170	M-Gals.	Sprinkling	2.00	340.00
800	cu. yds.	Mineral Aggregate in Place	2.65	2,120.00
44	tons	Asphalt in Place	30.00	1,320.00
14	"	Cutback Asphalt in Place	28.00	392.00
				$74,036.66

Work to be Performed by Pacific Tel. & Tel. Co's. Forces

All Required	Remove and Reestablish Telephone Lines		$ 1,350.00
		Subtotal	$75,386.66
		10% Engr. & Cont.	7,538.86
		Total	$82,927.52

Structure

380	cu. yds.	Structural Excavation below Plans	$3.00	$ 1,140.00
30	" "	" " "	2.50	75.00
440	" "	Class "A" Concrete	24.00	10,560.00
300	" "	" eps "	25.00	7,500.00

92,000	lbs.	Metal Reinforcement	$0.045	$ 4,140.00
325,000	"	Structural Steel	0.067	21,775.00
680	lin. ft.	Concrete Handrail	4.25	2,890.00
All Required		Removal of Old Bridge		4,000.00
		Subtotal		$52,080.00
		10% Engr. & Cont.		5,208.00
		Total		$57,288.00

Length of Roadwork	0.510 mile
" " Overcrossing	0.062 "
Total Length	4.572 "
Cost per mile, Roadwork	$162,602.98

WPCH Funds Requested:

Roadwork	$82,927.52
Overcrossing	57,288.00
	$130,215.52

ESTIMATE OF LABOR AND MATERIALS

	Roadwork	Overcrossing
Estimated Labor Required	59,000 man hours	16,000 man hours
" Cost of Materials	$10,000	$15,000
" " " Labor	$36,000	$13,500

State Funds for Construction: Chaps. 173, laws 1917; Chaps. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

ESTIMATE OF COST OF REMOVING AND ... Jan. 1, 1938.

REESTABLISHING PACIFIC TELEPHONE AND TELEGRAPH LINES

PROJECT NO. ERGH 37

The existing line was not located on the existing highway right of way and the new alignment of the highway, following the pole line very closely, requires it to be moved.

Labor	$ 717.82
Materials	800.00
Supplies and Miscellaneous Expense	338.36
	$1,856.18

Length of Participating Roadway	0.510 mile
" " Non-participating "	0.181 "
Estimated Participating Cost (based on length)	$1,369.97
(Use)	$1,330.00

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

OREGON AREA
730 S. W. OAK STREET
TELEPHONE ATWATER 6261

C. P. TOUSSIENG
GENERAL PLANT MANAGER

PORTLAND, Jan. 10, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention Mr. H. G. Smith,
Construction Engineer:

Dear Sir:

In reply to your letter of December 16, 1935, I am attaching, herewith, our itemized estimate of the cost of protecting and rebuilding a section of the Main East Toll Lead at Big Eddy.

I sincerely hope that this estimate is adequate for your needs. Should you desire additional information, we will be pleased to furnish it upon request.

Yours very truly,

C. P. Toussieng
GENERAL PLANT MANAGER.

Encl.

RECEIVED

CONSTRUCTING TEMPORARY LINE:

Material	Supp.	Labor	Overh'd.	Garage	Other	TOTAL
$ 734.23	24.29	452.53	100.26	52.83	289.81	$ 1653.95

REMOVING EXISTING LINE:

		171.82	28.47	17.03	67.36	284.68

RESTORING PERMANENT LINE:

800.00	32.00	546.00	338.00	75.00	239.00	2030.00

REMOVING TEMPORARY LINE:

		154.00	51.00	17.00	68.00	290.00

MISCELLANEOUS	100.00
GRAND TOTAL	
$1550.00 60.00 1350.00 520.00 160.00 660.00	4400.00
Less Salvage	900.00
NET	$ 3500.00

DECEIVED

37

January 14, 1938

Parker-Schram Company
515 Couch Building
Portland, Oregon

Attention Mr. C. A. Schram

Gentlemen:

This is to acknowledge receipt of your communication of January 4 in which you set forth reasons which may force an overrun of the time limit under your contract. We will be glad to give this consideration should this be necessary, but would appreciate your making every effort to complete on the specified date regardless of this unfortunate circumstance.

Very truly yours,

State Highway Engineer

RHB:HI

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

PORTLAND, OREGON
January 4, 1936

R. H. Baldock, State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Paragraph 1049 under Section 6 of the General Provisions incorporated in our Contract #1781 of November 7, 1935, with the State Highway Commission for the Big Eddy Overcrossing Section of the Columbia River Highway in Wasco County, provides relative to the termination and extension of contract time, that:

> "Extensions to the contract time may be granted for other reasons at the discretion of the Commission. No allowance shall be made for delays or suspension of the work due to the fault of the contractor."

Equipment shipped from Portland for use on this contract, including a diesel shovel, 60 Caterpillar Tractor and Bulldozer, Dragline machine, pumps, pipe, drill steel and other minor equipment, was delayed enroute to Big Eddy due to an unusually severe storm on the Columbia River at Bonneville, which followed the freeze-up, resulting in a delay of two weeks in the performance of the work required under this contract.

This storm was described in the attached press reports in the Oregon Daily Journal of December 20, 1935. The Steamboat "The Dalles", with our barge loaded with above equipment in tow, left here December 16th and did not arrive at Big Eddy until January 2nd, whereas normal time in transit would require only two days.

While we do not anticipate that an extension of time for completion of our contract will be necessary, we reserve the right to claim such extension because of this delay, in view of the fact that same resulted from causes beyond our control and for which we were in no wise responsible.

Yours very truly,

PARKER-SCHRAM COMPANY

By C. A. Schram

CAS:AC
ENCLOSURE

FORM S-A-1 SM 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

ORFG

SPORTS FINAL
Today's News Today
Complete reports of Associated Press, United Press, Consolidated News Features, Journal Bureaus at Washington and Salem.

Oregon

DAILY
WITH HER
THE UNION
SHE FLIES
OWN

VOL. XXXIII. NO. 242. Entered as Second Class Matter at Postoffice Portland Oregon

PORTLAND, OREGON, FRIDAY EVENING, DECEMB

GALE HALTS RI

...d contract jobs at any distance from home, and refuse to leave the W.P.A. jobs for the better paid contract work. This, however, is not the intention of the administration, as W.P.A. jobs are merely fill-ins, pending the start of contract jobs; and you are reported to keep in contact with the District Manager to see that relief men are supplied to the work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
K. E. Lytle
Bureau of Public Roads

DAILY WITH HER OWN WINGS

Journal

SPORTS FINAL
Hours Ahead
Complete Financial Reports With Today's Stock, Bond, Curb and Commodity Markets

VENING, DECEMBER 20, 1935.—THIRTY-FOUR PAGES. PRICE THREE CENTS ON TRAINS AND NEWS STANDS FIVE CENTS

RIVER STEAMER

BOAT HELD UP 3 DAYS BY BLAST

Fire on Coast Fanned by High Wind; Velocity of 60 Miles Reported at Crown Point; Columbia Reported in Whitecaps

Chinook, Wash., Dec. 20.—Whipped by a strong east wind a brush fire is burning briskly back of Chinook. It is reported that about 15 acres of grass bogs and ferns have been burned over.

The Dalles, Dec. 20.-(AP)-Strong east winds, unsurmountable as a raging torrent, held up the steamboat The Dalles which was three days overdue here Friday in its voyage up the Columbia river with supplies for construction of the river port terminal here.

The craft, towing a barge, is held up at Bonneville with equipment needed for beginning the port work and for use on a Union Pacific overhead crossing contract just east of here.

Roaring down the Columbia river gorge with the speed and noise of an express train, a northeasterly gale swept the western end of the great canyon today and spread out fanlike toward Portland and surrounding country.

Crown Point's rocky eminence was raked by the wind at a velocity of 60 miles an hour, the weather bureau reported. Cascade Locks reported 50 miles an hour and rough water prevailed along the Columbia

relief rolls. You h
opportunity in Wasco County to obtain relief labor,
started a great amount of W.P.A. work.

We find a disposition on the part of the
jobs at any distance from home, and refuse to leave
for the better paid contract work. This, however, i
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the start of contract jobs; and you are requested to
with the District Manager to see that relief men are
work.

Very truly yo

R. H. BALDOCK
STATE ENGINEER

By

H. G. Smith
Construction

HGS:F

cc to: R. H. Baldock ✓
K. L. Lytle
Bureau of Public Roads

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

OREGON S...MISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEN

IN REPLY PLEASE
REFER TO FILE No.

Mr. J. E. Peck
Resident Engineer
State Highway Dept.
The Dalles, Oregon

Dear Sir:

Please keep... the National Reemployt... the Big Eddy and Sout... to the maximum extent ... opportunity in Wasco C... started a great amount...

We find a di... job at any distance f... for the better aid co... tion of the administra... the start of contract ... with the District Man... work.

HGS:AR

cc to: R. H. Baldock ✓
K. E. Lytle
Bureau of Public...

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...ENGINEER

... Engineer

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Crown Point's rocky eminence was raked by the wind at a velocity of 60 miles an hour, the weather bureau reported. Cascade Locks reported 50 miles an hour and rough water prevailed along the Columbia river.

The wind hit Portland in gusts, with the eastern end of the city and the higher points in the West Side hills bearing the brunt of it. Downtown, the weather bureau reported only eight miles an hour.

More east winds and temperatures around the freezing point are forecast for Portland. Official minimum here at 5 a. m., observation time, was 33 degrees, but the mercury dropped a bit after that hour. Slightly lower temperatures were reported unofficially from outlying parts of the city.

WPA workers at Corbett grade school, on the Columbia River highway, telephoned that a gale was blowing there and work was difficult. They asked permission to take turns in a tool shack on the job or that the work be suspended until the winds were let down. Wheelbarrows and debris were toys of the blow, they said. E. J. Griffith, Public Works administrator, said he will see that the men are not forced to undergo undue hazards or unnecessary discomfort.

FORM S-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

37

OREGON ...SSION

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. E. Peck
Resident Enginee...
St... te Highway De...
The Dalles, Oreg...

Dear Sir:

Pleas... ...trict Man...er of
the National Re... ...men employed on
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work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

HGS:AR

cc to: R.
K.
Bur...

2

Capitol Fund Pact Signed By Builders

Final signatures were put on the contract with the PWA in the acceptance of the federal grant and an auditing committee named at Thursday afternoon's meeting of the capitol reconstruction committee in the Imperial hotel.

The auditing committee will consist of Commissioners Sawyer, Lewis and Mrs. Voorhies. All claims against the commission are to pass through their hands before being finally approved by the full commission and sent to the secretary of state for payment.

The full commission present included H. H. Lake, J. A. McLean, George R. Lewis, T. H. Banfield, Robert W. Sawyer, Dr. H. H. Olinger, Mrs. Gordon Voorhies, Dr. C. Dalton and G. A. Marshall.

Definite decision regarding the employment of a special attorney also was made against outside employment and for the permanent retention of the services of Ralph E. Moody, assistant attorney general.

MOODY FAVORED

Commissioner Sawyer called the question up for discussion, saying that in his opinion it ought to be settled permanently whether the services of Moody were to be retained by the commission. Banfield agreed and said that the commission should retain Moody as its counsel and legal adviser.

Dr. Dalton inquired if it would require full time service on the part of the counsel, and Lewis, himself a lawyer, said he did not see how it could do so.

Sawyer then moved that the attorney general be formally asked to assign Moody to the commission as counsel, to handle all its legal work and attend all its meetings.

Commissioner Marshall said he did not object to Moody's service as long as the matter was left open so that if the commission desired to employ an outside attorney in the future it could do so.

GLAD TO AID

Marshall added that it "had come to him from two different sources" that the attorney general did not

OPEN EVENING

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FORM S-A-1 5M 9-38

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

37

OREGON [illegible] MISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. E. Peck
Resident Engineer
State Highway Dept.
The Dalles, Oregon

Dear Sir:

Please ke[illegible]
the National Reemol[illegible]
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HGS:AR

cc to: R. H. Bald[illegible]
K. E. Lytl[illegible]
Bureau of

---

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OPEN EVENING

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Sale! 26-Pc. S[illegible]

It's a sensation! Real silver plate—service for six persons, packed in a gift box. Believe it or not . . . full price $3.95.

$[illegible]

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Pyralin Dr[illegible]

Re[illegible]

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 8th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. E. Peck
Resident Engineer

THE OREGON DAILY JOURNAL, PORTLAND, OREGON

Oranges for 15,000 Christmas Stockings

...to assign Moody to the com-
..., that he did not have assist-
...ough at present to handle the
...of his office and would rather

Digest Poll Reveals Loss For New Deal

New York, Dec. 20.-(U.P.)-The fifth weekly report of the Literary Digest's national presidential poll, made public today, showed a slight increase in votes against the New Deal.

Thirty-four states, mainly in the South and West, have tallied 819,320 votes. Of these, 472,698 were against the policies of the Roosevelt administration, while 346,622 approved them.

Thus, a new high of 57.69 per cent. of the votes were negative. The first week's negative percentage was 53.28; the second, 55.89; the third, 56.60, and the fourth week, 57.24.

By states, 23 have voted against the New Deal, while 11 registered approval. The 23 dissenting states

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TXT:

R. H. BALDOCK
... ENGINEER

By

R. H. ...
Construction Engineer

Enc.:

cc to: R. H. Baldock
K. ...
...

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 8th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. E. Peck
Resident Engineer
State Highway Dept.

DAILY JOURNAL, PORTLAND, OREGON

FRIDAY, DECEMBER 20, 1935.

Digest Poll Reveals Loss For New Deal

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By states, 23 have voted against the New Deal, while 11 registered approval. The 23 dissenting states

Two Gangster Murders Puzzle Chicago Police

Chicago, Dec. 20.-(U.P.)-The body of a modestly dressed Italian, taken for a gang ride and left found and so badly beaten that identification was impossible, was found on the outskirts of Chicago today. It was the second gang killing within 12 hours and police considered the possibility that one of the murders was in revenge of the other.

The first victim was Joseph ("Pepe") Genaro, erstwhile associate of Alphonse ("Scarface Al") Capone, who was standing nonchalantly at the bar in a tavern rolling dice with a blonde waitress when one of the three occupants of a car fired twice through the plate glass tavern front. Genaro was killed instantly. Jessie Warner, the girl in front of him, was unscathed.

Police arrested two men and three

F. R. to Call Conference On Wild Life

Washington, Dec. [illegible]-President Roosevelt announced today he was calling a North American wild life conference to meet here February 3 to 7 to work out a program for conservation of wild life resources.

The conference, announced at the president's regular press conference, will be designed to bring together all interested organizations, agencies and individuals in behalf of restoration and conservation of land, water and forest wild life resources.

A citizens committee to be appointed by the president under the leadership of F. A. Silcox, chief forester, will direct the meeting.

Governors of states or persons designated to represent them will be invited. Each state will have a delegation twice as large as the number of senators and representatives in congress, making a total of 1062 in all.

Delegates will be selected at meetings of conservation organizations in each state. Among the subjects to be considered are pollution control impounded water, worthless lands and parks.

Brazil is not a drinking country, Correio da Manha, morning newspaper here, concluded from statistics of liquor importations last year amounting to only $1,731,440.

NOTICE

Two floors of quality JEWELRY moderately priced for Xmas giving.

Open Evenings Till Christmas

Aronson Myers Jewelers

Corner 6th and Washington Sts.

NOT
By

H. G. Smith
Construction Engineer

HGS:ik

cc to: R. H. Baldock
K. I. Little
Bureau of Public Roads

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

37

OREGON STATE HIGHWAY COMMISSION

SALEM

January 8th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. E. Peck
Resident Engineer
State Highway Dept.
The Dalles, Oregon

Dear Sir:

Please keep in close touch with the District Manager of the National Reemployment Service to see that the men employed on the Big Eddy and Spanish Hollow grading and surfacing portions are to the maximum extent from the relief rolls. You have an unusual opportunity in Wasco County to obtain relief labor, as they have not started a great amount of W.P.A. work.

We find a disposition on the part of the men to avoid contract jobs at any distance from home, and refuse to leave the W.P.A. jobs for the better paid contract work. This, however, is not the intention of the administration, as W.P.A. jobs are merely fill-ins, pending the start of contract jobs; and you are requested to keep in contact with the District Manager to see that relief men are supplied to the work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
K. D. Lytle
Bureau of Public Roads

#37

January 2, 1936

Memorandum re Contract No. 1781,
Parker-Schram Company, Big Eddy
Overcrossing:

Mr. S. Murray, Chief Engineer, Oregon-Washington Railroad & Navigation Company, advised by telephone this morning that the contractor's bond to the railroad company on this project had been received and had been approved.

J. W. DeSOUZA
Assistant Attorney

JWD:AW

NOTED
H. R. GLAISYER

FORM 2-C-1 28778 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

#37

December 23, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: ~~Mr.~~ H. G. Smith

Dear Sir:

If the "Order for State Work on Contract Projects" which I recently sent in, covering relocation of sewer at Big Eddy, is approved will you please give the attached department order to the requisition department.

Tum-A-Lum Lumber Company of The Dalles quotes 32 cents per foot, F. O. B. the job. I presume that we should replace the present pipe in kind. It is glazed sewer pipe.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.

FORM S-C-1 58775 5M 8-52

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

December 19, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am attaching herewith work orders covering the moving of a sewer and a water line at Big Eddy. Army engineers insisted that we do this work and our right of way man agreed to do so at the time agreement as to their claim was settled.

I believe we can do the work cheaper as a state project than the contractor can on force account basis.

The water line will be removed and laid out on the ground and we will reinstall same. Believe we can put water pipes in same trench as sewer.

A map showing work to be done is included.

Would like to have this order back as quickly as convenient as the work should be started soon.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl/e
encls.

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 16th, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. C. P. Tousseing
General Plant Manager
Pacific Telephone & Telegraph Co.
Portland, Oregon

NOTED
State Highway Engineer

Attention: Mr. Quirk

Dear Sir:

Will you kindly furnish us with an itemized estimate of the cost of removing and relocating the main East Toll Lead at Big Eddy, as well as the cost of duplexing the line. I am not sufficiently familiar with the manner of estimating these changes to indicate what form this estimate should take, but it is to be presented to the Bureau of Public Roads as a portion of our estimate for the Big Eddy Undercrossing. I presume a copy of your original estimate for the job would be adequate, which no doubt will be divided into materials, labor, transportation etc.

I would appreciate it very much if we could have this in the near future as it is necessary to hold up our estimate to the Bureau for this information.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 SH 3-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 11th, 1935

Mr. C. P. Toussieng
General Plant Manager
Pacific Telephone & Telegraph Co.
Portland, Oregon

Attention: Mr. Quirk

Dear Sir:

This letter is in confirmation of our verbal agreement of December 6th, concerning the removal and the readjustment of the Pacific Telephone & Telegraph Co.'s lines adjacent to the Big Eddy Overcrossing Section.

The State Highway Department will reimburse the telephone company for the cost of readjusting and moving the pole lines from Station 1216 to 1254 and pay one-half the cost of duplexing the line between Stations 1228 and 1254. The duplexing is to be erected on short poles located about 150 feet south of the right of way line. The contractor, Parker-Schram Co., will pay one-half the cost of the duplexing; the cost of duplexing to be kept separate and distinct from the cost of moving the pole lines; charges to be fully itemized.

The contractor, Parker-Schram Co., agrees to fully protect the telephone company against any damage to the wires from Station 1216 to 1228, so that duplexing will not be needed between these stations.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H. G. Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Parker-Schram Co.

3,7

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

PORTLAND, OREGON

December 10, 1935

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We regret to note from your letter of the 6th that it was necessary for you to return four copies each of our following contracts:

#1781 - Big Eddy Overcrossing Section of the Columbia River Highway in Wasco County

#1783 - Grading Units 1 and 5 on the Redmond-Bend Section of The Dalles-California Highway in Deschutes County

because of omission of signature of an authorized resident agent for the Glens Falls Indemnity Company on the bond.

This deficiency has now been corrected and the contracts are being returned to you by Express today.

Regretting the trouble caused you through this oversight, we are

Yours very truly,

PARKER-SCHRAM COMPANY

By C. A. Schram

CAS:AC

FORM 401 P. 7-33 SM

#1781

37

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ADDRESS REPLY
I. E. TOTTEN

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

December 6, 1935

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: PARKER SCHRAM CO.
Original Contractors
State of Oregon Highway Cont. #1781

We attach herewith a partially completed form with reference to the contract let by your Department to the Parker Schram Company for construction work just east of The Dalles, Oregon.

Will you kindly verify the information we have on this form, as well as supply additional information necessary to complete same, such as the name of the bonding company, the amount of the bond, etc.

We are enclosing a business reply envelope and will appreciate greatly your kind assistance to us in this matter.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B
Encls

FORM S-A-1 SM 3-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 8, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. B. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

Mr. Otten, Landscape Engineer, has requested that some of the top soil from the property adjacent to the Government buildings at Big Eddy be preserved in order that it may be distributed along the fills. Please arrange this with the contractor if possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
Highway Engineer

37

December 8, 1938.

Mr. J. M. Devers

Attention Mr. DeSousa

Herewith three copies of the railroad agreement covering the overcrossing of the OWRR&N at Big Eddy.

I have read this over and have no objection except that I think we should insert an additional paragraph specifically limiting the reimbursement to the railroad to these items and in the amounts set up in Works Progress General Memorandum No. 6, called Exhibit "B" in this agreement.

G. S. Paxson

NOTED
State Highway Engineer

GSP:AP

cc R. H. Baldock

FORM S-C-1 32775 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

Reference is made to your letter of November 20, regarding the crushed rock materials to be used on the B-12 surfacing.

I had no intention of using anything except crushed rock for this oiling and I do not know why Peck should tell the contractor anything different as no mention was made of any other material in the specifications.

I will see Peck next week and find out if he actually told the contractor that he could use gravel.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e

WiPgH 37

November 9, 1935

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission, at its meeting held November 7, awarded you the contract for bridge construction over the O.E.R.R. & N. Co. tracks and road construction on the Big Eddy Overcrossing Section of the Columbia River Highway in Wasco County. This award was based on your bid price of $142,371.00.

You may consider this letter as your authority and our request to start construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Bridge Dept.
S. H. Probert
K. D. Lytle

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 7, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Works Program Grade Separation project WPGH 37, Big Eddy Overcrossing and Approaches on the Columbia River Highway, to Parker-Schram Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W, H. LYNCH
District Engineer

For

WPA 11-37

November 4, 1936.

Mr. Ralph Stachli
Allied Truck Owners, Inc.,
1109 N. W. Glisan Street
Portland, Oregon.

Dear Sir:

This Department is not particularly interested in the method of transportation employed in the delivery of cement to the grade separation projects near The Dalles.

Our requirements are that the cement pass our specifications at the time it is incorporated in the work. If water shipment is used, we will insist upon testing the material after its arrival on the job; otherwise cement shipped by water will be treated no differently from rail or truck shipment.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

wrgA - 37

MEMORANDUM:

Mr. Paxson:

The Allied Truck Association just called and said they understood our specifications prohibit the movement of cement from Portland to the Big Eddy proposed overhead crossing, by water.

R H Baldock

10-25-55

WPA 14-37

October 22, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In confirmation of our conversation with Mr. Davis over the telephone, this will advise that the new rights of way required in connection with the Big Eddy Grade Separation do not encroach upon the rights of way of the Celilo Canal, or upon any other government-owned land. The additional land required, including that on which are the buildings occupied by the canal employees, is owned by Seufert Brothers, from whom we have obtained an option which will be exercised within the next few weeks.

For your further information in this connection, we are enclosing herewith a photostat copy of a letter from Captain S. L. Damon, Military Assistant, Corps of Engineers, U. S. War Department, in which letter Captain Damon states that the War Department makes no objection to the proposed change in highway location.

We are sending, under separate cover, five complete sets of the Big Eddy Overcrossing plans, Sheets 3 to 5 inclusive, of which have been revised to show the property ownerships in the vicinity of the canal property.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

37

IN YOUR REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

October 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. covering Oregon Works Program project WPGH 37, the Big Eddy Overcrossing.

It is noted that the specifications cover road work between Sta. 1216+29 to 1241+15 and 1271+40 to 1280+99.7. Is this work to be done by the State without Federal Aid?

On the summary sheet no quantities are shown for the structure and new sheets should be prepared showing all items.

Very truly yours,

W. H. LYNCH
District Engineer

October 15, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Big Eddy Overcrossing, Project No. WPGE 37.

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Crossing Project
No. WPGH 37

BIG EDDY OVERCROSSING ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 15, 1935

Roadwork (Sta. 1241+15 to Sta. 1 71+40)

All Required		Clearing and Grubbing		$ 200.00
5	cu. yds.	Trench Excavation	$ 1.00	5.00
22,500	cu. yds.	Common Excavation	0.25	5,625.00
30,000	cu. yds.	Solid Rock Excavation	0.90	27,000.00
55,800	yd. sta.	Overhaul	0.02	1,116.00
43,000	yd. mi.	Truck Haul	0.16	6,880.00
.51	mile	Finishing Roadbed and Slopes	400.00	204.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
80	lin. ft.	18" Corr. Iron Pipe	2.50	200.00
3,280	lin. ft.	Cable Guard Fence	1.00	3,280.00
3,700	cu. yds.	Gravel Topping	0.80	2,960.00
1,300	cu. yds.	Gravel in Surfacing & Shoulders	1.40	1,820.00
350	cu. yds.	Filler	0.50	175.00
500	yd. mi.	Hauling Filler	0.20	100.00
170	M-Gals.	Sprinkling	1.50	255.00
800	cu. yds.	Mineral Aggregate in Place	3.70	2,960.00
44	tons	Asphalt in Place	31.00	1,364.00
14	tons	Cutback Asphalt in Seal Coat	31.00	434.00
		Subtotal		$ 54,678.00
		10% Engr. & Cont.		5,467.80
		Total		$ 60,145.80

Big Eddy Overcrossing

380	cu. yds.	Structural Excavation	$ 3.00	$ 1,140.00
30	cu. yds.	Structural Excavation below Plans	6.00	180.00
440	cu. yds.	Class "A" Concrete	22.00	9,680.00
300	cu. yds.	Class "D" Concrete	22.00	6,600.00

92,000 lbs.	Metal Reinforcement	$ 0.05	$ 4,600.00
325,000 lbs.	Structural Steel	0.065	21,125.00
680 lin. ft.	Concrete Hand Rail	5.00	3,400.00
All Required	Removal of Old Bridge		1,500.00
		Subtotal	$ 43,225.00
		10% Engr. & Cont.	4,822.50
		Total	$ 53,047.50

Length of Roadwork	0.510 mile
Length of Overcrossing	0.062 "
Total Length	0.572 "
Cost per mile, roadwork	$ 117,932.94

WPGH Funds Requested-

Roadwork -	$ 60,145.80
Overcrossing - - - - - - - - - - - - - - - - - -	53,047.50
	$113,193.30

ESTIMATE OF LABOR AND MATERIALS

	Roadwork	Overcrossing
Estimated Labor Required	25,000 man-hours	16,000 man-hours
Estimated Cost of Materials	$ 10,000	$ 15,000
Estimated Cost of Labor	$ 16,500	$ 13,500

37

October 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with your request, the special provisions for the Big Eddy Overcrossing Section have been revised by the addition of a specification covering the item of "Blast Board." We are, accordingly, enclosing five copies of page 20 of the special provisions, which page has been revised by the addition of the specification requested.

Please insert the revised sheets in the bid proposals which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

37

October 17, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

The plans for the Big Eddy Overcrossing Section, Project No. WPGH 37 erroneously did not include the plan sheet for cable guard fence and we are, accordingly, sending five blueprint copies under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

October 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Grade Separation Project WPGH 37, The Big Eddy Overcrossing Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

This structure is being recommended for approval subject to detailed check of the design by this office and the making of such changes as are considered necessary.

Very truly yours,

W. H. LYNCH
District Engineer

FORM BAH 6M.-9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. SLAUSYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
October 17, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Pacific Telephone & Telegraph Co.,
Portland, Ore.

Attention - Mr. J. E. Burch, Plant Engr.

Gentlemen:

We note a copy of letter sent to you by Mr. K. D. Lytle, Division Engineer, under date of October 14, re situation at the Big Eddy Overcrossing, near Seufert, approximately five miles east of The Dalles.

For your information we are sending you under separate cover a print of our 50'= 1" scale map of the layout as proposed for construction.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R.H. Baldock
K. D. Lytle

FORM S-A-1 41048 SM. 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 9, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. E. Peck,
Resident Engineer,
The Dalles, Ore.

Dear Sir:

In reference to your letter of September 4, 1935, there are being forwarded prints of the Fifteen Mile-Big Eddy Revision of the Columbia River. You will please deliver these to Mr. George Beatty, Superintendent of the Celilo Canal. These are being sent to you as we are not sure of Mr. Beatty's correct address.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R.H.Baldock
K. D. Lytle

FORM S-C-1 53775 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

37

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Sept 5, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Att. Mr. H. G. Smith

Dear Sir:

In connection with the Big Eddy Section of the Columbia River Highway there are a few features which I will comment upon.

The location of the borrow shown by your office on the profile as being taken between station 1286 and station 1300 and between station 1326 and station 1336 has been changed and the materials will be taken from a pit south of the railroad and east of the highway. There is no common borrow at the locations originally shown on the profile. We once considered making a line change at the above mentioned stations but all of the materials were solid rock and I do not believe that it would be worth while to do the job at present.

I have named two gravel pits from which the gravel topping can be taken. The one at mile post 97.5 is a little closer to the job but the haul is more difficult due to the fact that a part of it is across sand bars and the canal has to be crossed on a very narrow bridge. Materials from either of the designated pits are good. As I named two pits I included the haul in the price bid.

I have not figured on salvaging any of the present surfacing. It is a B-7 with thickened edges and I believe that the cost of salvaging and difficulty of breaking up these heavy mats into small enough particles to use would cost more than the new materials.

The county has a crusher located at M. P. 87.9 and have been selling rock for commerical purposes. They charge $1.50 per cubic yard in stock pile. The location of the pile is at M. P. 88.2

In our previous estimates no guard rail was included but in this one I am submitting I am including this item. We had better put it in with Federal Funds rather than spend our own money for it at a later date.

Yours very truly,

K. D. Lytle
Division Engineer

kdl/j

CONTRACT# [redacted] 1782, 1835, 2023

FA-6 Service Creek-Spray Sec., John Day Hwy.
1782.1835.2023

RECEIVED
DEC 7 1938
FOR FILING

#2023

December 7, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2023, for the construction of a bridge over the North Fork of the John Day River near Kimberly on the John Day Highway in Grant County, has been completed by the contractors, Leonard & Slate, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 17, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $54,183.91, including the final payment. Of this amount $59.26 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-20-1 500 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. SLAUSYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 7, 1938

RECEIVED 1938

IN REPLY PLEASE
REFER TO FILE NO.

7A #b

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention M . G. S. Paxson, Bridge Engineer

Dear Sir:

I am submitting herewith semi-final estimate on the Kimberly Bridge project, John Day Highway in Grant County, Contract No. 2025. Submitted with the semi-final estimate is price agreement No. 2 covering cement adjustment.

The semi-final estimate indicates that the total cost of the project is $57,712.82 as compared with the project authorization of $59,988.00. The underrun is the result of a saving of approximately $500.00 in the contract bid items, which is roughly 1%. The balance of the underrun is a saving in the contingency fund.

In support of the semi-final estimate, there is being forwarded to you by express the following data:

Grading
- As constructed, profile plan
- 1 book platted cross-sections
- 1 book earthwork computation sheets
- 1 book field notes
- 7 material receipt books

Bridge
- As constructed, plans, drawings 6335 to 6340 and 5788 and 6392
- Steel fabrication and erection details sheets L-1 to L-7 and E-1
- Reinforcing steel details, sheets 1 to 7
- Treated timber details, 1 sheet
- Handrail fabrication details, 1 sheet
- 1 pad final computations
- Structural and reinforcing steel invoices
- Cement invoices
- 1 book field notes

NOTED

H. B. GLAISYER, SECRETARY
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 7, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. C. S. Paxson, Bridge Engineer
Subject: Final records on Kimberly Bridge project
John Day Highway in Grant County,
Contract No. 2023.

1 book cement receipts
10 books Resident Engineer's diary
1 package films

Miscellaneous
Form Emp. 32 in duplicate
Resident Engineer's explanatory lette:
on underruns and overruns
Contractor's condensed cost report.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

Stencil No. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 14 1938
STATE HIGHWAY COMMISSION

October 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 6-A, Kimberly Bridge, was made by a representative of this office on September 26, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

For

FORM S.H.-1 10 8-37

COMMISSIONERS
HENRY F. GABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 29 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

7A #6

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 28, 1938

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

Herewith application for extension of time of 15 days up to September 15th on the Kimberly Bridge job, Leonard & Slate, contractors, on Contract No. 2023.

I would recommend that the extension be granted subject to the contractor paying the cost of engineering after the contract completion date.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc: H. B. Glaisyer ✓

#2023

FORM S-E-1 9M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
OCT 11 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 20, 1938

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Sir:

For your information, Leonard & Slate completed their work on contract number 2023, North Fork of John Day River at Kimberly, on September 13, 1938.

This will require an extension of time, as the specified date of completion is August 31, 1938.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Office Engineer

CAG:TH

REFERRED TO
SECRETARY

Sept 20, 1938

RECEIVED
JUL 25 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 6
Kimberly Bridge Section
John Day Highway

POST OFFICE BUILDING
PORTLAND, OREGON

July 19, 1938

#6

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Jon

Apr. 935c

Oregon Federal Aid Project No. 6

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 13, 1920, by the State Highway Commission of Oregon, and on February 19, 1920, by the Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on December 15, 1922, April 30, 1931, February 7, 1936, and June 26, 1936, respectively, by the said State Highway Commission, and on January 13, 1923, May 22, 1931, April 3, 1936, and September 3, 1936, respectively, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 6; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for reconstruction on improved alignment from survey station 36+06 (originally 34+83) to survey station 70+00 (originally 87+50), thereby reducing the length of the project from 47.229 miles to 46.971 miles; and by reason thereof has requested that the estimate of cost approved for said project be increased from $1,052,218.72 to $1,112,205.77, and that the Federal funds approved and set aside to the credit of said project be increased from $443,236.32 to $519,497.56:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the

plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of five hundred nineteen thousand, four hundred ninety-seven and 36/100 dollars ($519,497.36) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Clause (a) of Article I shall be and is hereby revised to read as follows:

> "(a) By the State: From Chapter 175, Laws of 1917; Chapter 31, Laws of 1920."

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 0+00 in Section 7, T. 9 S., R. 23 E., W. M., in Wheeler County, and survey station 1217+67 in the SE 1/4 of Section 28, T. 12 S., R. 26 E., W. M., about 1/2 of a mile southeast of Valade Ranch in Grant County (excepting therefrom those portions between survey stations 641+06 and 641+29, 659+53 and 660+00, 744+00 and 744+47, 754+97 and 755+20, 768+08 and 768+31, and between survey stations 872+82 and 873+05), length 46.971 miles, in Wheeler and Grant Counties, being Oregon Federal Aid Project No. 6, consisting of 46.603 miles of roadway and 25 bridges of more than 20 feet clear span, 0.368 of a mile in length."

Article III shall be and is hereby revised to read as follows:

"Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part thereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

"(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of five hundred nineteen thousand, four hundred ninety-seven and 36/100 dollars ($519,497.36), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of of one million, one hundred twelve thousand, two hundred five and 77/100 dollars ($1,112,205.77), the approved total estimated cost of said project."

The second paragraph of Article V shall be and is hereby stricken out.

The first paragraph of Article VI shall read:

> "Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 16th day of May, 1938, and the Secretary of Agriculture on the 28th day of June, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry L Cabell
Chairman, State Highway Commission

By E B Goodwin
Member, State Highway Commission

By F L Loomis
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W. M. Kearney
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 6

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 6, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $1,112,205.77 in lieu of the $445,236.32 approved by Certificate of September 3, 1936, as the total estimated cost of said project, and the sum of $519,497.36 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 28th day of June one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By *[signature]*
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

UNIVERSITY
OF CALIFORNIA

May 17, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Service Creek-Branson Creek Section, Project No. F.A. 6.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

PROJECT _ North Fork John Day River Bridge at Kimberly _ _ _ _

DESCRIPTION 357' Structure, 0-52 Mile restored _ _ _ _ _ _ _ _

CONTRACTOR Peterson & Sons _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

RESIDENT ENGINEER Jim Sumpter _ _ _ _ _ _ _ _ _ _ _ _ _ _

CONTRACT AMOUNT $74,243.00 _ _ _ _ _ _ _ _ Bond $3422.00 _ _

DATE OF CONTRACT September 20th 1937 _ _ _ _ _ _ _ _ _ _ _

WORK BEGUN _

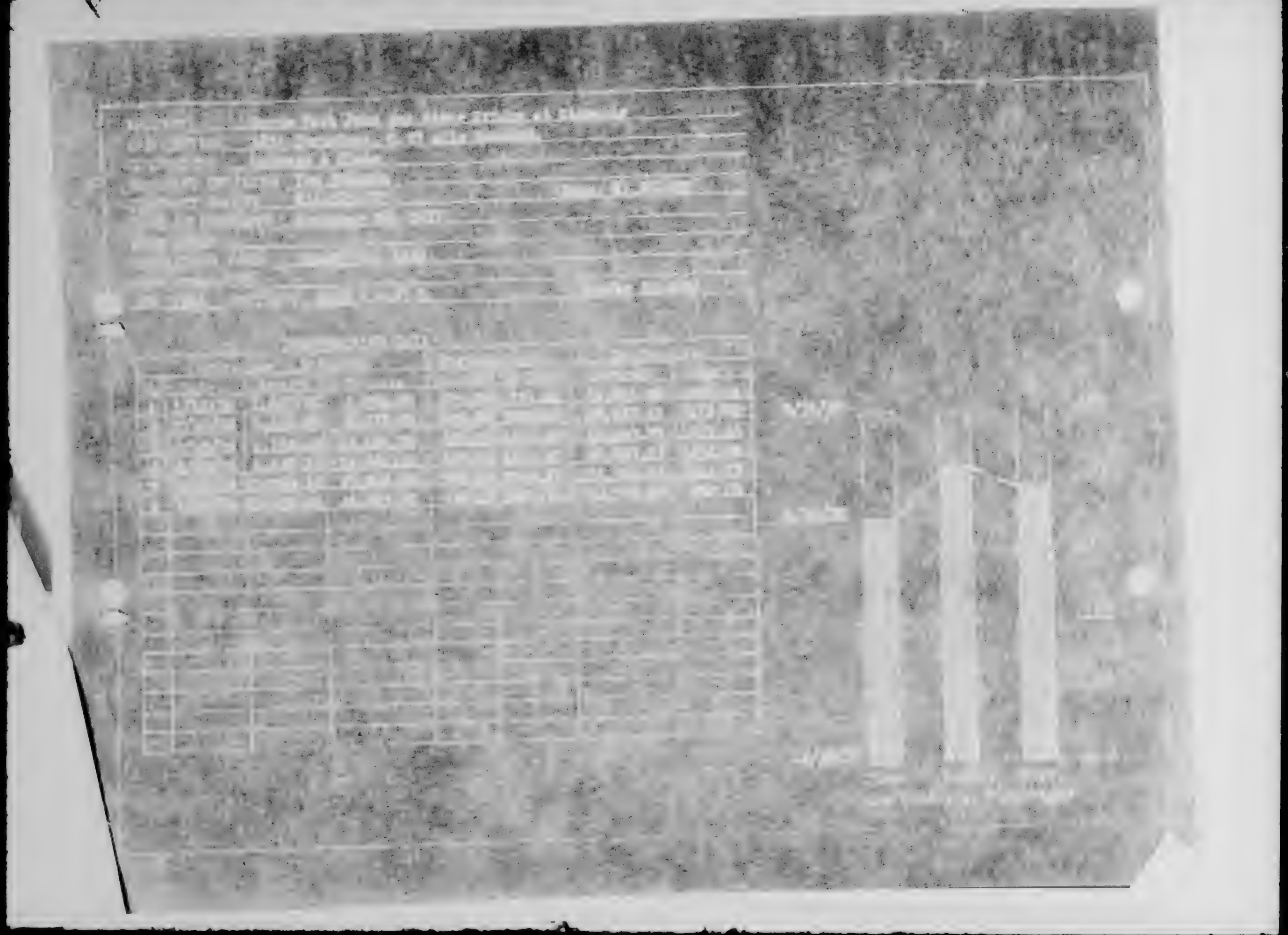
COMPLETION DATE August 31, 1938 _ _ _ _ _ _ _ _ _ _ _ _ _

DATE COMPLETED _

JOB FINAL CONTRACT AMTS. F.A.S. 6 _ _ _ _ _ _ Profit 12-1104 _

CONSTRUCTION DATA

Item No.	Description	Unit	Unit Price	Engineer's Estimate		To Complete	
				Amount	To Date	Contract	Force



FORM S-8-1 (M) 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
R. H. ALDRICH, PENDLETON
F. L. TOOZE, KLAMATH FALLS
H. B. GLASPELL, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
LA GRANDE-SALEM, OREGON

May 11, 1938

Leonard & Slate
General Contractors
Multnomah, Oregon

NOTED
State Highway Engineer

Gentlemen:

It appears that the offer of accepting a lump sum reduction in your final estimate of $250 in lieu of salvaging the material from the old North Fork of the John Day River Bridge at Kimberly is mutually beneficial to the state and to yourselves. We will, therefore, accept this offer.

The acceptance of this offer does not waive any of the provisions of the contract regarding the cleaning up of the site and the disposing of all material, debris, etc. from the detour and the old structure.

Our resident engineer will be instructed to make this deduction on the final estimate.

Very truly yours,

R. H. Baldock
State Highway

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
W. C. Williams
Tom Edwards

Form S-H-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLADSTONE, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 4 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 26, 1938

IN REPLY PLEASE
REFER TO FILE NO.

7a & b

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. O. S. Paxson, Bridge Engineer

NOTED
State Highway Engineer

Dear Sir:

Leonard and Slate, contractors on the Kimberly Bridge project, requested permission to sub-contract the painting of the structural steel to Roy E. Smith.

This sub-contract meets with my approval and if you approve, I will so notify the interested parties.

I am enclosing one copy of the sub-contract for your files.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

RECEIVED
FEB 23 1938
FOR FILING

7a-b-a

February 23, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Service Creek-Valsics Ranch Section, F. A. Project No. 6-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department — Federal Aid Project No. 6

DESCHUTES-WASCO-WASCO JUNCTION

OF THE JOHN DAY HIGHWAY IN WASCO COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, January 28, 1938

SUMMARY OF COMPLETED FEDERAL AID WORK

Total Cost	$ 960,803.77
Federal Aid Funds	$ 427,137.36
Emergency Advance Funds	$ 38,648.36
Length	47.229 miles

NEW WORK

Roadwork (Sta. 428+0 to 655+50 = 668+48.2) (Contract No. 1782)

All Required		Clearing and Grubbing		$ 1,000.00
270	cu. yds.	Trench Excavation	$ 1.00	270.00
37,000	cu. yds.	Common Excavation	0.32	11,840.00
33,000	cu. yds.	Solid Rock Excavation	0.72	23,760.00
97,000	yd. sta.	Overhaul	0.01	970.00
3,300	yd. mi.	Truck Haul	0.18	594.00
4.47	miles	Finish Roadbed and Slopes	200.00	894.00
14,000	lin. ft.	Rounding Outbanks	0.10	1,400.00
70	lin. ft.	12" Corrugated Iron Siphon Pipe	1.60	112.00
500	lin. ft.	18" Corrugated Iron Pipe	1.90	950.00
100	lin. ft.	24" Corrugated Iron Pipe	3.00	300.00
30	lin. ft.	36" Corrugated Iron Pipe	5.20	156.00
850	lin. ft.	18" Concrete Pipe	2.00	1,700.00
350	lin. ft.	Salvaging Culvert Pipe	0.60	210.00
21,000	cu. yds.	Gravel Topping	0.30	6,300.00
37,000	yd. mi.	Hauling Gravel Topping	0.11	4,070.00
4,000	cu. yds.	1½" - ¾" Crushed Gravel Surfacing	1.19	4,760.00
1,200	cu. yds.	Filler	0.25	300.00
1,800	cu. yds.	Filler Haul	0.16	288.00
500	M-Gals.	Sprinkling	1.50	750.00
3,000	cu. yds.	Mineral Aggregate in Place	2.65	7,950.00
200	tons	No. 3 Road Oil in Place	34.00	6,800.00
56	tons	Emulsified or Cutback Asphalt in Seal Coat	36.00	2,016.00
		Subtotal		$ 77,390
		10% Engr. & Cont.		7,739
		Total		$ 85,129

Length of Roadwork 4.474 miles
Cost per mile $ 19,027.49

Benchmark (Sta. 34+83.0 = 36+06 to 70+00 = 87+50)(Contract No. 2023)

All Required		Clearing and Grubbing (40%)		$ 120.00
40	cu. yds.	Trench Excavation	$ 1.00	40.00
18,600	cu. yds.	Excavation, Single Classif.	0.30	5,580.00
36,500	yd. sta.	Overhaul	0.02	730.00
2,500	yd. mi.	Truck Haul	0.15	375.00
0.57	mile	Finishing Roadbed and Slopes	1,000.00	570.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
72	lin. ft.	36" Concrete Pipe	7.00	504.00
2,300	cu. yds.	Selected Roadbed Topping	0.50	1,150.00
1,200	yd. mi.	Hauling Roadbed Topping	0.12	144.00
400	cu. yds.	Salvaging Surfacing Materials	0.40	160.00
300	cu. yds.	Filler	0.25	75.00
200	yd. mi.	Hauling Filler	0.12	24.00
50	M-Gal.	Sprinkling	2.00	100.00
All Required		Maintenance of Traffic (20%)		320.00
			Subtotal	$ 10,192
			10% Engr. & Cont.	1,019
			Total	$ 11,211
		Length	0.569 mile	
		Cost per mile	$ 19,708	

Kahler Creek Bridge (Contract No. 1835)

125	cu. yds.	Excavation	$ 2.50	$ 312.50
10	cu. yds.	Excavation Below Plans	3.50	35.00
8	cu. yds.	Class "B" Concrete	24.00	192.00
70	cu. yds.	Class "D" Concrete	24.00	1,680.00
15,000	lbs.	Metal Reinforcement	0.06	900.00
17	M-FBM	Treated Lumber	95.00	1,615.00
170	lin. ft.	Concrete Handrail	4.00	680.00
All Required		Removal of Old Bridge		300.00
				$ 5,714.50

Kimberly Bridge (Contract No. 2023)

All Required		Clearing and Grubbing (60%)		$ 180.00
130	cu. yds.	Structural Excavation	$ 3.40	442.00
10	cu. yds.	Structural Excavation Below Plans	4.00	40.00
350	cu. yds.	Class "D" Concrete	21.00	7,350.00

53,000	lbs.	Metal Reinforcement	$ 0.055	$ 2,915.00
16	M-BM	Treated Lumber	96.00	1,536.00
368,000	lbs.	Structural Steel	0.075	27,600.00
750	lin. ft.	Metal Handrail	4.00	3,000.00
All Required		Maintenance of Traffic (80%)		1,280.00
				$ 44,343
		Subtotal		$ 50,057
		10% Engr. & Cont.		5,005
		Total		$ 55,062

Length of 2 Bridges .088 mile

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Regular Federal Aid	State Funds
Roadwork (428+00 to 655+50)	$ 85,129	$ 51,928	$ 33,201
Roadwork (36+06 to 70+00)	11,211	6,840	4,371
Bridges	55,062	33,592	21,470
	$ 151,402	$ 92,360	$ 59,042

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

FORM S-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 23 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 18, 1938

STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am enclosing herewith price agreement No. 1 in the amount of $120 on the Kimberly Bridge project. This price agreement covers the installation of a 24 inch corrugated iron culvert at Station 69+97 and the salvaging of the existing 12 inch pipe at that point.

The existing 12 inch pipe has been plugged with waterspout material and it apparently is too small to adequately serve the drainage area. For this reason the pipe should be replaced with the larger size pipe.

Very truly yours

W.C. WILLIAMS
Division Engineer

WCW:mA
enc.

cc R. H. Baldock
H. G. Smith

NOTED

FORM S-M-1 1000 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 11, 1938

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
JAN 12 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I hand you herewith extra work order No. 1 covering construction of a field office for the Engineer assigned to the Kimberly Bridge project, John Day Highway in Grant County.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

Form 226—SM—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 11, 1937

Section Kimberly Bridge Construction

Highway John Day

Contractor Leonard and Slate

Date of contract November 30, 193 7

Date work started ....., 193....

Amount of contract . . . . . $ 54 535.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 54 535.00

Per cent of contract completed, based on total contract price . . . . . 0 %

Engineering cost to date, $ 175.00, ... %

Kind of work Bridge Construction

Section prefix 12-1105

Contract number 2023

Date of completion August 31, 1938, 193....

Estimated date of completion August 31, 193 7

Per cent of time elapsed 4 %

Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Field party staked center line ,ran levels, and completed cross-sectioning of the project. It was also necessary to transfer Bench Mark E-68, which is located on the Kimberly Bridge, to a new location. The notes for this new Bench Mark, which will be numbered N-248-1937,will be forwarded to the Division shortly.

The contractor has been in on the project since the awarding of the contract and has ordered the delivery of timbers and other materials.

Resident Bridge-Engineer Edwards is expected to report on the work by Monday, December 13th.

RECEIVED DEC 13 1937 STATE HIGHWAY ENGR.

NOTED RAY WEBBER

INITIALED

Signed R E Mollinet

Address Fossil, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	foggy		
Monday	clear		
Tuesday	foggy		
Wednesday	cloudy		
Thursday	snow		
Friday	rain		
Saturday	rain		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
DEC 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 6

November 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 6, Kimberly Bridge section of John Day Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District ~~Engineer~~

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
FEB 15 1937
FOR FILING
6

#1782

February 15, 1937

Wren & Greenough,
2407 N. W. 28th Ave.,
Portland, Oregon.

Attention: Ed. Wren.

Gentlemen:

In response to your inquiry of February 12th you are advised that the Edlefsen-Weygandt Co. and E. Hefty Contract No. 1782, Service Creek-Spray Section of the John Day Highway in Wheeler County, was completed October 9, 1936. This contract was accepted by the Highway Commission on October 17, 1936.

The bond furnished in connection with the above contract was written by the Fidelity & Depotit Company of Maryland, for whom Clarence D. Porter, who has offices in the Failing Bldg., Portland, is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FEB 13 1937

Portland, Oregon.
February 12, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you please advise us the date of acceptance of the Service Creek-Spray Section of the John Day Highway, Wheeler County project under contract to Edlefson-Weygandt Co. and E. Hefty November 7, 1935. Also please advise who were their bondsman.

Thanking you for your attention, We are

Yours truly,

Wren & Greenough,

By E. [illegible]

#1782

RECEIVED
NOV 20 1936
FOR FILING
6

November 20, 1936

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1782 for the construction of the Service Creek-Spray Section of the John Day Highway in Wheeler County, has been completed by the contractors, Edlefsen-Neygaard Company and E. Hefty, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 30, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $90,859.98, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1835

RECEIVED
NOV 16 1936
FOR FILING

6

November 16, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1655 for the construction of a bridge over Kahler Creek near Spray on the John Day Highway in Wheeler County, has been completed by the contractor, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 25, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $5,662.88, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 6, the Service Creek-Valada Ranch Section of the John Day Highway, are today being recommended for approval, subject to final review and approval by the Chief of Bureau and to any changes found necessary after detail check of the bridge plans. This is your authority for advertising.

Attention is called to the completion date provided for in the special provisions of July 31, 1937. It would appear, from the angle of high water in June, if the time was increased so that the contractor would have time to permit the placing of concrete decks, handrail and cleanup after the first of July, it would be to everyone's advantage. This is on the supposition that there will be sufficient high water in June to interfere with the work, which is often the case. This would make about thirty additional days or until August 31st.

Very truly yours,

W. H. LYNCH
District Engineer

Copy to Resident Engr. [illegible]

RECEIVED
FEB 2 1938
FOR FILING

72 #6

22 23

November 8, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Kimberly Bridge Section, F. A. Project No. 6.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 6

SERVICE CREEK-VALADOR RANCH SECTION

OF THE JOHN DAY HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications for the Kimberly Bridge Unit. Not as basis for project agreement.)

Salem, Oregon, November 8, 1937

SUMMARY OF COMPLETED FEDERAL AID WORK

Total Cost	$ 960,803.77
Federal Aid Funds	$ 427,137.38
Emergency Advance Funds	$ 38,648.26
Length	47.229 Miles

NEW WORK

Roadwork (Sta. 428+00 to 655+50 = 663+48.2) (Contract No. 1782)

All Required		Clearing and Grubbing		$ 1,000.00
270	cu. yds.	Trench Excavation	$ 1.00	270.00
37,000	cu. yds.	Common Excavation	0.32	11,840.00
33,000	cu. yds.	Solid Rock Excavation	0.72	23,760.00
97,000	yd. sta.	Overhaul	0.01	970.00
3,300	yd. mi.	Trunk Haul	0.18	594.00
4.47	Miles	Finish Roadbed and Slopes	200.00	894.00
14,000	lin. ft.	Rounding Outbanks	0.10	1,400.00
70	lin. ft.	12" Corrugated Iron Siphon Pipe	1.60	112.00
500	lin. ft.	18" Corrugated Iron Pipe	1.90	950.00
100	lin. ft.	24" Corrugated Iron Pipe	3.00	300.00
30	lin. ft.	36" Corrugated Iron Pipe	5.20	156.00
850	lin. ft.	18" Concrete Pipe	2.00	1,700.00
350	lin. ft.	Salvaging Culvert Pipe	0.60	210.00
21,000	cu. yds.	Gravel Topping	0.30	6,300.00
37,000	yd. mi.	Hauling Gravel Topping	0.11	4,070.00
4,000	cu. yds.	1½" - ¾" Crushed Gravel Surfacing	1.19	4,760.00
1,200	cu. yds.	Filler	0.25	300.00
1,800	cu. yds.	Filler Haul	0.16	288.00
500	M-Gals.	Sprinkling	1.50	750.00
3,000	cu. yds.	Mineral Aggregate in Place	2.65	7,950.00
200	tons	No. 3 Road Oil in Place	34.00	6,800.00
56	tons	Emulsified or Cutback Asphalt in Seal Coat	36.00	2,016.00
			Subtotal	$ 77,390
			10% Engr. & Cont.	7,738
			Total	$ 85,129

Length of Roadwork 4.474 miles
Cost per Mile $ 19,027.49

Roadwork (Sta. 34+83.0 = 36+06 to 70+00 = 87+50)(Estimated Prices)

All Required		Clearing and Grubbing (40%)		$ 200.00
40	cu. yds.	Trench Excavation	$ 1.00	40.00
18,600	cu. yds.	Excavation, Single Classif.	0.30	5,580.00
36,500	yd. sta.	Overhaul	0.02	730.00
2,500	yd. mi.	Truck Haul	0.15	375.00
0.57	mile	Finishing Roadbed and Slopes	300.00	171.00
3,000	lin. ft.	Rounding Cutbanks	0.08	240.00
72	lin. ft.	36" Concrete Pipe	5.50	396.00
2,300	cu. yds.	Selected Roadbed Top ing	0.40	920.00
1,200	yd. mi.	Hauling Roadbed Topping	0.15	180.00
400	cu. yds.	Salvaging Surfacing Materials	0.80	320.00
300	cu. yds.	Filler	0.40	120.00
200	yd. mi.	Hauling Filler	0.15	30.00
50	M-Gal.	Sprinkling	2.00	100.00
All Required		Maintenance of Traffic (20%)		300.00
			Subtotal	$ 9,702
			10% Engr. & Cont.	970
			Total	$ 10,672
		Length	0.569 mile	
		Cost per mile	$ 18,755	

Kahler Creek Bridge (Contract No. 1835)

125	cu. yds.	Excavation	$ 2.50	$ 312.50
10	cu. yds.	Excavation Below Plans	3.50	35.00
8	cu. yds.	Class "B" Concrete	24.00	192.00
70	cu. yds.	Class "D" Concrete	24.00	1,680.00
15,000	lbs.	Metal Reinforcement	0.06	900.00
17	M-FBM	Treated Lumber	95.00	1,615.00
170	lin. ft.	Concrete Handrail	4.00	680.00
All Required		Removal of Old Bridge		300.00
				$ 5,714.50

Kimberly Bridge (Estimated Prices)

All Required		Clearing and Grubbing (60%)		$ 300.00
130	cu. yds.	Structural Excavation	$ 5.00	650.00
10	cu. yds.	Structural Excavation Below Plans	6.00	60.00
350	cu. yds.	Class "D" Concrete	24.00	8,400.00
53,000	lbs.	Metal Reinforcement	0.06	3,180.00
16	M-FBM	Treated Lumber	110.00	1,760.00
368,000	lbs.	Structural Steel	0.0825	30,360.00

750 lin. ft. All Required	Steel Handrail Maintenance of Traffic (80%)		$ 5.00	$ 3,750.00 1,200.00
				$ 49,660.00
		Subtotal		$ 55,374
		10% Engr. & Cont.		5,537
		Total		$ 60,911
	Length of 2 Bridges		.088 mile	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
Roadwork (428+00 to 655+50)	$ 85,129	$ 51,928	$ 33,201
Roadwork (36+06 to 70+00)	10,672	6,514	4,158
Bridges	60,911	37,158	23,753
	$ 156,712	$ 95,600	$ 61,112

FORM S-A-1 SM 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 5th, 1936

IN REPLY PLEASE REFER TO FILE NO.

b

Mr. C. E. Carter
Resident Engineer
State Highway Dept.
Fossil, Oregon

Dear Sir:

Under separate cover we are returning the constructed line profile and book of transit and level notes for the Burton Canyon-Spray Section of the John Day Highway. The profile is not complete in that it does not show mile posts and bench marks. The list of bench marks submitted with the final records is rolled in the profile.

Please complete this profile at your earliest convenience and return it with the notes to this office. In making a rough check of the bench marks, it is noted that some are not shown in the notes, and some bench marks shown in the notes are not listed. In order to make your notes complete, bench marks should be listed with reference points given.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
H

cc to: R. H. Baldock
W. C. Williams

#1782

F. H. EDLEFSEN
PRESIDENT

GORDON WEYGANDT
MANAGER

b

x

Edlefsen-Weygandt Co.

GENERAL
CONTRACTING

POST OFFICE BOX
NO. 5626

COLUMBIA BLVD. & N. CALVERT AVE.
NEAR PENINSULAR AVE.
PORTLAND, OREGON

Oct. 20, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Att: Mr. H. B. Glaisyer.

Relative to the claim filed by D. A. Clark, we are enclosing a copy of our reply to him.

Very truly yours,
Edlefsen-Weygandt Co.
& E. Hefty,

E. L. Johnson

E. L. Johnson.

Oct. 19, 1936.

D. A. Clark,
Spray, Oregon.

Dear Sir:

We are enclosing herewith our check for $25.92 which is the amount of the original invoice received by us for 1440 ft. of planking at $14.00.

In your letter to the Oregon State Highway Commission you stated that his lumber was purchased in September and that you had contacted Mr. Hefty several times in regard to payment thereof. Payment of this account was held only long enough for us to close our books for the month of September and the check to be mailed with the others for that month.

We fail to see your reason for expecting payment for this account in advance.

Yours very truly,
Edlefsen-Weygandt Co.
& E. Hefty.

E. L. Johnson.

c.c. to Oregon State Highway Comm.
Fidelity & Deposit Co.

#1782

October 15, 1936

Mr. D. A. Clark
Spray, Oregon

Dear Mr. Clark:

This acknowledges receipt of your letter of October 13 advising us of your claim in the amount of $27.36 against Mr. Ed. Hefty, same being for lumber furnished Mr. Hefty in connection with the John Day Highway construction work.

The contract to which you refer, I believe, is State Highway Contract No. 1782 which was awarded by the Highway Commission to Edlefsen-Heygandt Company and E. Hefty for surfacing, regrading and oiling the Service Creek-Spray Section of the John Day Highway in Wheeler County. In connection with this job the contractor was required to furnish a surety bond for the protection of claims incurred against the project. This bond was written by the Fidelity and Deposit Company of Maryland for whom Clarence D. Porter is agent with offices in the Failing Building, Portland. We offer you this bond for the protection of your claim and would suggest that you file notice of your claim with Mr. Porter, and, if you secure no satisfaction by so doing, then file notice of your claim with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon 1931, a mimeographed copy of which is inclosed for your further information.

In accordance with our usual practice, I am today bringing your claim to the notice of the Bonding Company and the contractor and trust that it will be taken care of in the near future.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

#1782

6

October 15, 1936

Mr. D. A. Clark
Spray, Oregon

Dear Mr. Clark:

This acknowledges receipt of your letter of October 13 advising us of your claim in the amount of $27.36 against Mr. Ed. Hefty, same being for lumber furnished Mr. Hefty in connection with the John Day Highway construction work.

The contract to which you refer, I believe, is State Highway Contract No. 1782 which was awarded by the Highway Commission to Edlefsen-Heygandt Company and E. Hefty for surfacing, regrading and oiling the Service Creek-Spray Section of the John Day Highway in Wheeler County. In connection with this job the contractor was required to furnish a surety bond for the protection of claims incurred against the project. This bond was written by the Fidelity and Deposit Company of Maryland for whom Clarence D. Porter is agent with offices in the Failing Building, Portland. We offer you this bond for the protection of your claim and would suggest that you file notice of your claim with Mr. Porter, and, if you secure no satisfaction by so doing, then file notice of your claim with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon 1931, a mimeographed copy of which is inclosed for your further information.

In accordance with our usual practice, I am today bringing your claim to the notice of the Bonding Company and the contractor and trust that it will be taken care of in the near future.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

October 15, 1936

Mr. Clarence B. P rter, Agent
Fidelity and Deposit Company of Maryland
Failing Building
Portland, Oregon

Dear Sir:

Attached hereto is a letter that I have received from D. A. Clark, Spray, Oregon, advising that he has a claim against Ed. Hafty for lumber used on the John Day Highway.

The contract to which Mr. Clark refers, I believe, is State Highway Contract No. 1782 which was awarded by the State Highway Commission to Edlefsen-Neygandt Company and E. Hafty for surfacing, regrading and oiling the Service Creek-Spray Section of the John Day Highway in Wheeler County.

The bond in connection with this job was written by the Fidelity and Deposit Company of Maryland. Our usual practice is to notify the bonding company of claims that are filed with this office; hence this letter.

Very truly yours,

H. B. Glaisyer
Secretary

AM

encl.

cc - Edlefsen-Neygandt and Ed Hafty

Mr. D. A. Clark
Spray, Oregon

Mr.R.H.Baldock

State Hiway Engineer

Salem,Oreg.

Sprny,Oregon

Oct.13th 1936

Dear Sir:

On Sept. 4th,this year,Idelivered to Ed Hefty the following lumber to be used in John Day Highway construction;I have tried several times to get a settlement fron him but have been unable to do so.
I understand their contract is finished,and I am writing to you to ask that you enter my claim for the following amount.

1440 ft.com rgh planking @ $15.00		$21.60
Delivery Chg.		5.76
	total	$27.36

Yours truly

D.A. Clark

ANSWERED
H B G.

#1782

6

October 15, 1938

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Adlefsen-Haygandt Company on Contract No. 1782 for the construction of the Service Creek-Spray Section of the John Day Highway in Wheeler County. This payment will be made on or after October 26, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 888—5M—7-36

6

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 10th., 193 6

Section Service Creek-Spray — *Kind of work* Surfacing, Regrading and Oiling

Highway John Day — *Section prefix* 55-1101

Contractor Edlefsen-Weygandt Co. & E. Hefty — *Contract number* 1782

Date of contract November 7th., 193 5 — *Date of completion* October 31st., 193 6

Date work started November 24th., 193 5 — *Estimated date of completion* ....., 193 .....

Amount of contract . . . . . $ 86460.00 — *Per cent of time elapsed* 95 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 90845.04

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 7200.00, 8.0 % — *Date project was completed* October 9th., 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

8th. to 9th. Contractor finished up the roadbed and slopes. Finally completed this Project October 9th. Final construction notes taken to the La Grande Office, computations for the grading notes was completed in July.

RECEIVED
OCT 12 1936

Signed L. E. Easter

Address Fossil, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.49	12.50	4.49	4.49	
Miles partially completed					
Miles completed	4.49	12.50	4.49	4.49	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	6½ (2 Days)				
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Wheeler COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	3						3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. GLADDER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER

LA GRANDE, OREGON

October 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

Semi-final estimate and supporting data on the Service Creek-Spray Section of the John Day Highway was submitted from this office on October 8th, the same day as brought in from the field by Resident Engineer Carter. I questioned Mr. Carter as to the specified October 10th completion date and he advised me that contractor had a very small amount of work in trimming some shoulders to perform, which was being done and would be completed October 10th. Inasmuch as there were no pay quantities involved, the semi-final estimate was submitted.

Very truly yours,

W. C. WILLIAMS
Division Engineer

cc R. H. Baldock

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 9, 1936.

IN REPLY PLEASE
REFER TO FILE No.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sirs

We have just received "Semi-Final" estimate Summary Quantity Sheets and final data on the Service Creek-Spray Section of the John Day Highway, Contract #1782. The completion date is shown as October 10th, which date is one day later than the records were received.

As we have received no formal notice of the completion date, will you please advise if October 10th, is to be used as actual completion date, as it is rather unusual to receive final records before the contract is completed.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

b

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 6, Burton Canyon-Valades Ranch Section, John Day Highway, Wheeler County, was made by a representative of this office on September 24, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

25-

FORM S-12-1 900 6/36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

6

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
October 8, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

Semi-final estimate shows the cost of the Service Creek-Spray Regrading, Surfacing and Oiling Project to be $97,995.00 as compared with the project authorization of $95,606.00. This results in an overrun of approximately $2400.00, or almost 3% The contract items were over approximately $4,000.00, this overrun being the result of overrun in excavation items.

Several items show a variance of more than 10 per cent with the preliminary estimated quantities, the reasons for such variances being as follows:

Trench Excavation. This appears to be merely a case of underestimation in the preparation of plans by the locating engineer. However, there were several culvert pipes salvaged that were not shown in the plans and this required trench excavation when reinstalled, which somewhat accounts for the overrun of trench excavation.

Common Excavation. This shows an overrun of 10,000 cubic yards by reason of insufficient material from the excavation quantities to make embankments and it was necessary to borrow additional common materials. This material was secured by the widening and daylighting of cuts. Considerable of the rock excavation was used as a blanket on fills spilling into the John Day River. The rock was in the nature of loose riprap to prevent erosion. The amount so used was considerable and it was necessary to replace fills for which the rock was originally intended with borrowed materials.

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
October 8, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Semi-final estimate, Service Creek-Spray Regrading, Surfacing, Oiling project.

The overrun of solid rock excavation was less than 10 per cent and due to one slide at Station 510 and some overbreak at the rock cut between Stations 441 and 462.

The overrun of truck haul was the result of distributing the material for widening the fills and blanketing fills adjacent to the river as previously explained.

Salvaging of culvert pipe overran some 200 lineal feet as some 18 inch pipe had been overlooked in preparing the preliminary plans and when these pipes were encountered during construction, they were salvaged and reinstalled.

Filler overran materially for the reason that the gravel topping used was clean gravel secured from the bottom of the John Day River and in order to compact it properly, it was necessary to use filler and the only filler estimated in the preliminary estimate was for the crushed rock surfacing. The filler materials used were a decomposed sand type of material that contained no clay and hence, not detrimental to the surfacing.

Sprinkling. The surfacing was laid during the hottest part of the summer and in order to secure proper compaction, it was necessary to use more water than had been estimated.

No. 5 road oil was overrun for the reason that the seal coat for the oil mat surface treatment was constructed with this type of road oil rather than emulsion or cutback asphalt. For the same reason, there was no emulsion or cutback used in the project.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R.H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 6

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

September 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

Encls.

Oregon Federal Aid Project No. 6.

Apr 9350

9736

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 13, 1920, by the State Highway Commission of Oregon, and on February 19, 1920, by the Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on December 15, 1922, April 30, 1931, and February 7, 1936, respectively, by the said State Highway Commission, and on January 13, 1923, May 22, 1931, and April 3, 1936, respectively, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 6; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for the reconstruction of a bridge over Kahler Creek between survey stations 580+28 and 581+03 on the revised alignment; and by reason thereof has requested that the estimate of cost approved for said project be increased from $1,045,932.77 to $1,052,218.72, and that the Federal funds approved and set aside to the credit of said project be increased from $439,401.90 to $443,236.32:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of four hundred forty-three thousand two hundred thirty-six and 32/100 dollars ($443,236.32), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of four hundred forty-three thousand, two hundred thirty-six and 32/100 dollars ($443,236.32), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one million, fifty-two thousand, two hundred eighteen and 72/100 dollars ($1,052,218.72), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on

the 26th day of June, 1936, and the Secretary of Agriculture on the 3rd day of September, 1936.

STATE HIGHWAY COMMISSION OF OREGON

By Henry F Cabell
Chairman, State Highway Commission

By E B Cochran
Member, State Highway Commission

By _____
Member, State Highway Commission.

SECRETARY OF AGRICULTURE,

By W. C. Geary
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 6.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 6, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $1,058,818.72 in lieu of the $439,401.90 approved by Certificate of Apr. 3, 1936, as the total estimated cost of said project, and the sum of $443,236.38/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3rd day of September one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By C. M. Goddy
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 3—4030

August 17, 1938

Mr. H. B. Glaisyer:

Attached hereto is an application for an extension of time for the completion of the Kahler Creek Bridge in Wheeler County, Contract No. 1855. This is accompanied by the consent of the bonding company and by a recommendation for approval from the Bureau of Public Roads.

I would recommend that the extension be granted without penalty to the contractor.

G. S. Paxson

GSP LD
Attached

cc R. H. Baldock

NOTED
State Highway Engineer

#1835

August 4, 1936.

H. B. Glaisyer

This is to advise that all work on the contract for the construction of the Kahler Creek Bridge in Wheeler County, Contract No. 1835 (Tom Lillebo, contractor) was completed on July 17, 1936.

Will you please obtain permission to pay the final estimate on this job?

W. A. Reeves

W. A. Reeves

WAR:AP

APPROVED BY HIGHWAY COMMISSION
DATE Sept 15, 1936
Secretary

FORM S-A-1 100 4-34

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 3, 1936.

IN REPLY PLEASE REFER TO FILE NO.

#6

Mr. E. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Representative Fatland has made inquiry concerning the joining of the Service Club-Spray Section with the oiling through Spray. He is advised that there will be a short gap of 200 feet between the two oiled sections. If this be so, arrangements should be made to oil this with the type of construction used in the town of Spray.

Please advise Mr. Fatland and Mr. S. C Johnson of Spray, (with a copy to this office) concerning your plans regarding the oiling of this gap.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
.R.H. Baldock

H 6

July 27, 1938

Mr. R. R. Fatland
Condon, Oregon

Dear Sir:

I thank you for your communication of July 21, advising that there is about 200 feet between the end of the construction and the present oil through Spray. I have requested H. G. Smith, Construction Engineer, to arrange to have this oiled by the construction crew.

Very truly yours,

State Highway Engineer

RRB:MI
cc Mr. S. C. Johnson, Spray
Mr. H. G. Smith

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 6

POST OFFICE BUILDING
PORTLAND, OREGON

June 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

FAP #6

POST OFFICE BUILDING
PORTLAND, OREGON

April 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modification of project agreement for Oregon F.A.P. No. 6, Service Creek-Valade Ranch section of John Day Highway, for signature and return to this office. Also enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

In the modification executed April 3, 1936, and September 3, 1936, Federal Aid spent under the 1931 reopening, $39,664.15, was omitted. This is corrected in the increased Federal Aid shown in the proposed modification.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

FORM A-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 15th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I note that the engineering on the Service Creek-Spray Section is running very high and even indicates a probability of exceeding 10 per cent.

This is way beyond the limits of any engineering cost we have had on a job of this magnitude, and you are, therefore, requested to furnish an explanation as to the necessity of this.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
Chief Highway Engineer

6

May 1, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Benton Canyon-Spray Section, F. A. Project No. 6.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

H. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

Federal Aid Project
No. 6 (Reopened)

ASHLAND CANYON-SPRAY SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

SUMMARY OF COMPLETED FEDERAL AID WORK

Total Cost	$960,803.77
Federal Aid Funds	477,137.[illegible]
Emergency Advance Funds	38,646.26
Length	47.229 Mi.

R.R.R. W.O.R.K

Roadwork

All Required		Clearing and Grubbing		$ 1,000.00
270	cu. yds.	Trench Excavation	$1.00	270.00
37,000	cu. yds.	Common Excavation	0.32	11,840.00
33,000	cu. yds.	Solid Rock Excavation	0.72	23,760.00
97,000	yd. shas.	Overhaul	0.01	970.00
3,300	yd. mi.	Truck Haul	0.18	594.00
4.47	Miles	Finish Roadbed and Slopes	200.00	894.00
14,000	lin. ft.	Rounding Cutbanks	0.10	1,400.00
70	lin. ft.	12" Corrugated Iron Siphon Pipe	1.60	112.00
500	lin. ft.	18" Corrugated Iron Pipe	1.90	950.00
100	lin. ft.	24" Corrugated Iron Pipe	3.00	300.00
30	lin. ft.	36" Corrugated Iron Pipe	5.20	156.00
850	lin. ft.	18" Concrete Pipe	2.00	1,700.00
350	lin. ft.	Salvaging Culvert Pipe	0.60	210.00
21,000	cu. yds.	Gravel Topping	0.30	6,300.00
37,000	yd. mi.	Hauling Gravel Topping	0.11	4,070.00
4,000	cu. yds.	1½" - ¾" Crushed Gravel Surfacing	1.19	4,760.00
1,200	cu. yds.	Filler	0.25	300.00
1,800	cu. yds.	Filler Haul	0.16	288.00
500	M-Gals.	Sprinkling	1.50	750.00
3,000	cu. yds.	Mineral Aggregate in Place	2.65	7,950.00
200	tons	No. 3 Road Oil in Place	34.00	6,800.00
56	tons	Emulsified or Outback Asphalt in Seal Coat	36.00	2,016.00
		Subtotal		$77,390.00
		10% Engr. & Cont.		7,739.00
		Total		$85,129.00

Length of Roadwork	4.474 miles
Cost per Mile	$19,027.49

Kahler Creek Bridge

125	cu. yds.	Excavation	$2.50	$ 312.50
10	cu. yds.	Excavation below Plans	3.50	35.00
8	cu. yds.	Class "B" Concrete	24.00	192.00
70	cu. yds.	Class "F" Concrete	24.00	1,680.00
15,000	lbs.	Metal Reinforcement	0.06	900.00
17	M.FBM	Treated Lumber	95.00	1,615.00
170	lin. ft.	Concrete Handrail	4.00	680.00
All Required		Removal of Old Bridge		300.00
			Subtotal	$5,714.50
			10% Engr. & Cont.	571.45
			Total	$6,285.95
		Length	0.014 mile	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$85,129.00	$51,928.69 (85%)	$33,200.31
Kahler Creek Bridge	6,285.95	3,834.42 (61%)	2,451.53
	$91,414.95	$55,763.11	$35,651.84

State Funds for Counties Chaps. 175, Laws 1917; Chap. 31, laws 1920
State Funds for Saints Chaps. 41, laws 1927

16 16

Oregon State Highway Department

Federal Aid Project
No. 6 (Reopened)

BURTON CANYON—SPRAY SECTION OF THE JOHN DAY HIGHWAY

IN WHEELER COUNTY

(Estimate as basis for project agreement Based on low bid prices)
(To Accompany Plans and Specifications for Kahler Creek Bridge)
Not as Basis for Project Agreement.

April
Salem, Oregon, February 25, 1936.

SUMMARY OF COMPLETED FEDERAL AID WORK

Total Cost	$360,886.97
Federal Aid Funds	427,157.36
Emergency Advance Funds	30,000.00
Length	47.329 Mls.

N E W W O R K

Road Work (Contract Prices)

All Required	Clearing and Grubbing			$ 1,000.00
270	cu.yds	Trench Excavation	$1.00	270.00
37,000	cu.yds	Common Excavation	0.32	11,840.00
33,000	cu.yds	Solid Rock Excavation	0.72	23,760.00
97,000	yds.sta.	Overhaul	0.01	970.00
5,200	yds.mls.	Truck Haul	0.18	804.00
4.47	Mls	Finish Roadbed & Slopes	200.00	804.00
14,000	lin.ft	Rounding Cobbling	0.10	1,400.00
70	lin.ft	15" Corr. Iron Siphon Pipe	1.60	112.00
200	lin.ft	18" " " Pipe	1.90	380.00
100	lin.ft	24" " " "	3.00	300.00
30	lin.ft	30" " " "	5.20	156.00
850	lin.ft	15" Concrete Pipe	2.00	1,700.00
250	lin.ft	Salvaging Culvert Pipe	0.80	828.00
21,000	cu.yds	Gravel Topping	0.30	6,300.00
37,000	yds.mls	Hauling Gravel Topping	0.11	4,070.00
4,000	tons	1-1/2" - 3/4" Cr. Gravel Surfacing	1.19	4,760.00
1,250	cu.yds	Filler	0.28	350.00
1,000	cu.yds	Filler Haul	0.16	160.00
500	M.Gals.	Sprinkling	1.50	750.00
5,000	cu.yds	Mineral Aggregate in Place	2.65	7,950.00
200	tons	No. 3 Road Oil in Place	34.00	6,800.00
56	tons	Emulsified or Cutback Asphalt in Seal Coat	36.00	2,016.00
		Subtotal		$77,200.00
		10% Engrg. & Contg.		7,728.00
		Total		$85,128.00

Length of Roadwork 4.474 miles
Cost per mile $19,027.48

Federal Aid Project No. 6 - Sequoyah
Continued

Kohler Creek Bridge (Estimated Prices)

125 cu.yds	Excavation	$ 2.00	$ 250.00
10 cu.yds	Excavation below plans	8.00	80.00
8 cu.yds	Class "F" Concrete	24.00	192.00
70 cu.yds	Class "P" Concrete	25.00	1,750.00
16,000 lbs.	Metal Reinforcement	.06	900.00
17 M.F.B.M.	Treated Lumber	110.00	1,870.00
170 lin.ft.	Concrete Handrail	5.00	850.00
All Required	Removal of Old Bridge		400.00
	Subtotal		$6,292.00
	10% Engrg. & Contg.		629.20
	Total		$6,922.20

Length .014 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Road Work	$55,129.00	$51,938.69 (61%)	$33,290.31
Kohler Crk. Br.	5,293.20	3,231.20 (61%)	2,036.40
	$60,017.20	$56,129.40	$35,886.71

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Ore. FAP 6

STATE HIGHWAY

POST OFFICE BUILDING
PORTLAND, OREGON

April 20, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

For

Oregon Federal Aid Project No. 6.

Hwy. 9350

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 13, 1920, by the State Highway Commission of Oregon, and on February 19, 1920, by the Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on December 15, 1922, and on April 30, 1931, respectively, by the said State Highway Commission, and on January 13, 1923 and May 22, 1931, respectively, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Federal Aid Project No. 6, now designated as Oregon Federal Aid Project No. 6; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 47.238 miles of graded road, of which 12.012 miles were surfaced with gravel and 3.401 miles were surfaced with oil-treated gravel, and 25 bridges of more than 20 feet clear span 0.388 of a mile in length, in Wheeler and Grant Counties, for which the estimate approved was $970,595.41, and $430,044.22 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $960,803.77, and voucher in the sum of $387,473.21 has been passed

for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for the betterment of grades and alignment and for the construction of an oil-treated crushed gravel surfacing 20 feet wide between survey stations 428+00 and 655+50, a distance of 4.474 miles, thereby reducing the length of said project from 47.238 miles to 47.229 miles, at an estimated cost of $85,129.00; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $960,803.77 to $1,045,932.77, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $387,475.21 to $439,401.90:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate

and the sum of four hundred thirty-nine thousand, four hundred one and 90/100 dollars ($439,401.90) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

"Between survey station 0+00 in Sec. 7, T. 9 S., R. 23 E., W.M., in Wheeler County, and survey station 1217+67 in the SE 1/4 of Sec. 28, T. 12 S., R. 26 E., W.M., about 1/2 of a mile southeast of Valade Ranch in Grant County (excepting therefrom those portions between survey stations 641+06 and 641+29, 659+53 and 660+00, 744+00 and 744+47, 754+97 and 755+20, 768+08 and 768+31, and between survey stations 872+82 and 873+05, length 47.229 miles, in Wheeler and Grant Counties, being Oregon Federal Aid Project No. 6, consisting of 46.841 miles of roadway and 25 bridges of more than 20 feet clear span 0.388 of a mile in length, known locally as the John Day Highway between Arlington and a point on the Federal Aid Road near Dayville, on Federal Aid Route No. 6, and between Mitchell and Dayville on Federal Aid Route No. 5."

Paragraph (e) of Article III shall be and is hereby stricken out.

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of four hundred thirty-nine thousand, four hundred one and 90/100 dollars ($439,401.90), certified to the Secretary of

the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one million, forty-five thousand, nine hundred thirty-two and 77/100 dollars ($1,045,932.77), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 7th day of February, 1936, and the Secretary of Agriculture on the 31 day of April, 1936.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By E B Lee
Member, State Highway Commission

By F L Loveland
Member, State Highway Commission

Secretary of Agriculture,

By _____
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 6.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 6, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $1,045,932.77 ~~in lieu of the previous federal payment of $857,470.12,~~ as the total estimated cost of said project, and the sum of $439,401.90 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3d day of April one thousand nine hundred and thirty-six.

SECRETARY OF AGRICULTURE,

By R. Y. Stuart
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 O 4830

DEPARTMENT OF AGRICULTURE
RECEIVED

#6

April 8, 1936

TOM [illegible]
REEDSPORT, OREGON

Dear Sir:

By express we are forwarding to you today a fully executed copy of contract # 1835 which was awarded you on March 12, 1936 for the construction of a bridge over Kahler Creek approximately 1.6 miles west of Spray on the John Day Highway in Wheeler County.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP

C/R D
12-1102

March 30, 1936

Mr. P. J. Gallagher
Attorney at Law
Platt Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 25, concerning the Edlefsen-Weygandt Company contract near Spray.

You are advised that the above firm have two contracts under way in Grant and Wheeler Counties and we are not certain which of the two you have in mind. The description of the contracts are as follows:

Contract No. 1782 - Service Creek-Spray Section of the John Day Highway in Wheeler County, 12.41 miles of surfacing and 4.49 miles of regrading and oiling. Bond was furnished by the Fidelity & Deposit Company of Maryland for whom Clarence D. Porter who has offices in the Failing Bldg., Portland, is resident agent. Amount of the bond is $86,460.00. Completion date of this contract is October 31, 1936.

Contract No. 1784 - Branson Creek-Rock Creek Section of the John Day Highway in Grant County, 11.05 miles of resurfacing and oiling. Bond was furnished by same company and agent as stated above. Amount of the bond is $42,521.00. Completion date of this contract is September 30, 1936.

If you desire a copy of the contract and bond, please advise which of the above is needed and we will try and furnish same, provided you furnish the customary affidavit of claim.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

LAW OFFICES
GALLAGHER & GALLAGHER
PLATT BUILDING
PORTLAND, OREGON

RECEIVED
MAR 27 1936
OREGON

P. J. GALLAGHER
CECELIA P. GALLAGHER
ROBERT O. BOYD

March 25, 1936

State Highway Commission
Salem,
Oregon

Dear Sir:

I represent some laborers and sub-contractors who had a gravel haul contract for Edlefson, Wygant & Hefty on the John Day Highway near Spray.

It looks as though we would have to begin a suit to recover our damages, and I wish you would give me the dates of the contract and the name of the surety company.

If you have an extra copy of the contract, I would like to examine it and will return it to you.

With kindest personal regards from the writer, I beg to remain,

Yours very truly,

P. J. Gallagher

PJG/p

#1784?
#1782

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 12, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon Federal Aid Project No. 6, bridge over Kahler Creek on the John Day Highway, to Tom Lillebo, Reedsport, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

6

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

FEB 28 1936
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

February 26, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for the reopening of Oregon Federal Aid Project No. 6, the Burton Canyon-Spray Section of the Sarvice Creek-Valades Ranch Section of the John Day Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H.LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

February 13, 1936

Mr. E. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of February 11th, suggesting early contracting of the construction of the bridge required at Station 580+30 of the Burton Canyon-Spray Project, Federal Aid Project No. 6.

It is our plan to include the construction of this bridge among the projects for which bids are to be received on March 12th and 13th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

February 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Project No. 6, Burton Canyon-Spray section of the John Day Highway, the contract for the grading, surfacing and oiling of which was awarded in November, 1935.

At the time the P.S.& E. for this project was approved, the construction of the bridge at Station 580+50 was to be let under a separate contract. It is our opinion that this bridge should be constructed before the oiling is done, and would suggest that the placing of this structure under contract at an early date be given serious consideration.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 11th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. O. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sirs

The Bureau of Public Roads has approved the substitution of crushed rock for crushed gravel aggregate on the Burton Canyon-Spray Section, Oregon Federal Aid Project #6, John Day Highway, upon the basis that the contractor furnish the crushed rock at his bid price for crushed gravel aggregate.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGSzAR

cc to: R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
FEB 11 1936
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

February 10, 1936

RECEIVED
FEB 11 1936
CONST.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. H. G. Smith's letter of February 4th relative to substituting crushed rock for crushed gravel on the Burton Canyon-Spray section, Oregon Federal Aid Project No. 6.

This change is approved on the basis of your letter that the contractor furnish the crushed rock at his bid price for the crushed gravel aggregate.

Very truly yours,

W. H. LYNCH
District Engineer

REFERRED TO
No. 6
By State Highway Engineer

FORM S-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE

OREGON STATE HIGHWAY COMMISSION

SALEM

February 4th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon

NOTED
State Highway Engineer

Attention: Mr. Davis

Dear Sir:

The contractor on the Burton Canyon-Spray Section has requested permission to use crushed rock for the oil aggregate instead of crushed gravel. This is on account of the small size of the gravel in the river bars which makes it impractical to secure enough over-size to crush for the oil aggregate. The crushed rock will be furnished at the same price as the gravel aggregate.

Unless you have objections to the contrary, this permission will be given.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock
W. C. Williams

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
FEB 4 1936
OREGON
STATE HIGHWAY
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. No. 6

February 3, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 4 1936
OREGON
STATE HIGHWAY
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. No. 6

February 3, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Spray, Oregon.
January 20, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr.H.G.Smith,
Construction Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter of 15th.regarding Ellefson-Haggait Co.& E.Hefty hiring Mr.C.A.Buckley, bull dozer operator, and he not being certified by the National Re-employment service.

When Mr.E.Hefty found out definitely that Mr.Buckley would not be certified, he discharged Buckley January 10th.and paid him off at the rate of 0.75 per hour. The labor provisions in this contract shows that Tractor operator (20 or more horsepower manufacturer's rated capacity) , must be paid a minimum wage of .75¢ per hour. The tractor that Mr.Buckley was driving was is 35 horsepower.

Mr.Hefty claims that when Buckley was displaced, that he put in an order to the National Re-employment service for a man as bull dozer operator. To date no one has reported to take Buckley's place.

Yours very truly,

C. E. Carter.

C.E.Carter,
Resident Engineer.

CC to
R.H.Baldock
W.C.Williams.

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 15, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. C. E. Carter,
Resident Engineer,
Spray, Ore.

Dear Sir:

NOTED
State Highway Engineer

Letters have recently come to my attention in regard to Edlefsen & Weygandt and Hefty, hiring a bull dozer man not certified thru the National Re-employment service to work on contract #1782.

There seems to be a misunderstanding all around in this matter between the National Re-employment service and the contractor. Please make an investigation and write to me of the facts in this matter.

You are also instructed to see that this man whose name I believe is C. A. Buckley, is paid $1.20 per hour for all time worked until cleared by the employment office or that he be displaced by a man certified by the employment service and paid $1.20 per hour for all work until displaced. This is in accordance with the understanding I have with the contractors and NES, as the contractor is willing to cooperate to any reasonable extent to clear this matter up.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by
Ray Webber
H

By

H. G. Smith,
Construction Engineer.

CC to
R.H. Baldock
H. G. Smith,
W. C. Williams

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Burton Canyon-Spray Section, F. A. Project No. 6.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

#6

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Burton Canyon-Spray Section, F. A. Project No. 6.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/US

Encl.

Oregon State Highway Department

Federal Aid Project
No. 6 (Reopened)

BURNT CANYON-BRAY SECTION OF THE

JOHN DAY HIGHWAY IN BAKER COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, December 2, 1933

SUMMARY OF COMPLETED FEDERAL AID WORK

Total Cost	$960,803.77
Federal Aid Funds	$427,137.36
Emergency Advance Funds	$ 38,648.26
Length	47.229 miles

NEW WORK:

All Required		Clearing and Grubbing		$ 1,000.00
270	cu. yds.	Trench Excavation	$1.00	270.00
37,000	cu. yds.	Common Excavation	0.32	11,840.00
33,000	cu. yds.	Solid Rock Excavation	0.72	23,760.00
97,000	yd. sta.	Overhaul	0.01	970.00
3,300	yd. mi.	Truck Haul	0.18	594.00
4.47	miles	Finishing Roadbed & Slopes	200.00	894.00
14,000	lin. ft.	Rounding Cutbanks	0.10	1,400.00
70	lin. ft.	12" Corrugated Iron Siphon Pipe	1.60	112.00
500	lin. ft.	18" Corrugated Iron Pipe	1.90	950.00
100	lin. ft.	24" Corrugated Iron Pipe	3.00	300.00
30	lin. ft.	36" Corrugated Iron Pipe	5.20	156.00
850	lin. ft.	18" Concrete Pipe	2.00	1,700.00
350	lin. ft.	Salvaging Culvert Pipe	0.60	210.00
21,000	cu. yds.	Gravel Topping	0.30	6,300.00
37,000	yd. mi.	Hauling Gravel Topping	0.11	4,070.00
4,000	yd. mi.	1½" - ¾" Crushed Gravel Surfacing	1.19	4,760.00
1,100	cu. yds.	Filler	0.25	300.00
1,800	cu. yds.	Filler Haul	0.16	288.00
500	M-Gals.	Sprinkling	1.50	750.00
3,000	cu. yds.	Mineral Aggregate in Place	2.65	7,950.00
200	tons	No. 3 Road Oil in Place	34.00	6,800.00
56	tons	Emulsified or Cutback Asphalt in Seal Coat	36.00	2,016.00
		Subtotal		$77,390.00
		10% Engr. & Cont.		7,739.00
		Total		$85,129.00

Length of Roadwork	4.474 miles
Cost per mile	$19,027.49

Federal Aid Funds Requested- - - - - - - - - - - - - - - - -	$31,928.69 (61%)
State Funds Available- - - - - - - - - - - - - - - - - - - -	33,200.31
	$65,129.00

State Funds for Construct Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maint: Chap. 41, laws 1927

#6

November 9, 1935

Edlefsen-Weygandt Company &
E. Hefty,
9233 No. Calvert Ave.
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission, at its meeting held November 7, awarded you the contract for road construction on the Service Creek-Spray Section of the John Day Highway in Wheeler County, based on your bid price of $86,460.00.

You may consider this letter as your authority and our request to start your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - S. H. Probert
W. C. Williams

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 7, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 6, Service Creek-Spray section of the John Day Highway, to Edlefsen-Weygandt and E. Hefty, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH

W. H. LYNCH
District Engineer

For

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. #6

October 19, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon Federal Aid Project No. 6 Reopened, the Burton Canyon-Spray Unit of the Service Creek-Valades Ranch section of the John Day Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority to advertise for bids.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

Fon

II 6

October 11, 1933

Mr. E. A. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Burton Canyon-Spray Section, Project No. 6 (Reop.).

Five bid proposals and five sets of blueprint plans are being sent, under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by S. H. Prob/EK

Encl.

Oregon State Highway Department

Federal Aid Project
No. 6 (Reopened)

BULTON CANYON-SPRAY SECTION OF THE
JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not an basis for project agreement.

Salem, Oregon, October 10, 1935

SUMMARY OF COMPLETED FEDERAL AID WORK

Total Cost	$ 960,803.77
Federal Aid Funds	$ 427,137.36
Emergency Advance Funds	$ 38,648.26
Length	47.229 miles

NEW WORK

All Required		Clearing and Grubbing		$ 500.00
270	cu. yds.	Trench Excavation	$ 1.00	270.00
37,000	cu. yds.	Common Excavation	0.25	9,250.00
33,000	cu. yds.	Solid Rock Excavation	0.90	29,700.00
97,000	yd. sta.	Overhaul	0.02	1,940.00
3,300	yd. mi.	Truck Haul	0.20	660.00
4.49	miles	Finishing Roadbed and Slopes	300.00	1,341.00
14,000	lin. ft.	Rounding Cutbanks	0.10	1,400.00
70	lin. ft.	12" Corr. Iron Siphon Pipe	1.50	105.00
500	lin. ft.	18" Corr. Iron Pipe	2.50	1,250.00
100	lin. ft.	24" Corr. Iron Pipe	3.50	350.00
30	lin. ft.	36" Corr. Iron Pipe	6.00	180.00
850	lin. ft.	18" Concrete Pipe	2.50	2,125.00
350	lin. ft.	Salvaging Culvert Pipe	0.75	262.50
21,000	cu. yds.	Gravel Topping	0.30	6,300.00
37,000	yd. mi.	Hauling Gravel Topping	0.15	5,550.00
4,000	cu. yds.	1½" - ¾" Crushed Gravel Surfacing	1.50	6,000.00
1,200	cu. yds.	Filler	0.25	300.00
1,800	yd. mi.	Filler Haul	0.15	270.00
500	M-Gal.	Sprinkling	2.00	1,000.00
3,000	cu. yds.	Mineral Aggregate in Place	2.75	8,250.00
200	tons	No. 3 Road Oil in Place	30.00	6,000.00
56	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	1,680.00
		Subtotal		$ 84,683.50
		10% Engr. & Cont.		8,468.35
		Total		$ 93,151.85

Length of Roadwork	4.474 miles		
Cost per mile	$ 20,820.79		
Federal Aid Funds Requested		$ 56,822.62	(61%)
State Funds Available		36,329.23	
		$ 93,151.85	

FORM S-A-1 S1945 SM 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 16, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

With regard to high water in the John Day River near Service Creek.

Guages are maintained by the State Engineer's office at Service Creek and McDonald's Ferry. These indicate that the flood of March 19, 1932, was about 1 foot lower than the flood of 1894. At Service Creek the gauge read 16.75 on March 19, 1932, therefore it is recommended that the minimum highway grade be based upon 20 ft. guage height at Service Creek or 3 feet above accurate information as to the 1932 water. The patrolman's data on 1932 flood east of Service Creek should be checked as to reasonableness by comparing the elevation and cross section of the stream with the elevations and cross section at Service Creek.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
J. A. Phelps

CONTRACT* 1783, 1908

Ft. Dix LCMP Redmond-Bend Section 1973
The Dalles-Celilo Hwy. Proj. Hist. Rec.
1713, 1903

March 18, 1938

Mr. E. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of March 17, 1938, concerning the 77 cubic yards excavation, single classification claimed in the final vouchers for Projects Nos. FA 123-C and E.

This work was at approximate Station 460+00 and consisted of cutting back the cut slopes of the intersecting road at that point to provide additional sight distance. Since the two projects join at Station 459+90, a portion of this excavation work occurred on each project.

As requested in your letter, we are enclosing eight copies of Price Agreement No. 1 for Contract No. 1783.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

March 17, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final vouchers recently submitted for Oregon Federal Aid projects 123-B, 123-C, 123-E, 123-G and 123-H, the Redmond-Bend section of The Dalles-California Highway.

We do not appear to have received copies of Price Agreement No. 1 supplemental to Contract No. 1783, covering truck haul on the grading contract. Will you please furnish eight copies to accompany the vouchers for sections G and H.

We note that in addition to the overrun in excavation, single classification, on section H, which you have explained, 77 cu. yds. are claimed in connection with sections C and E. While the amount involved is very small, we should have some explanation as to why the item was added to the estimate for these sections.

Very truly yours,

W. H. LYNCH
District Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. E. BLANCHER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 10 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 6th, 1937

Mr. R. B. Gould
Resident Engineer
State Highway Dept.
Bend, Oregon

NOTED

Dear Sir:

With further reference to notes to be sent in to the Salem office on the Redmond-Bend Section, please be advised that all we want are the final constructed line notes. If the notes you sent in for Units 1 and 5 are the final constructed line notes, we will only need the notes for Unit 4 in order to complete our files.

We do not need any of the location or preliminary field notes and would rather that these be kept in the Division Office as we do not have any place to file them here.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Lew
E

cc tes R. H. Baldock
W. E. Chandler

FORM S.H. 105 9-37

COMMISSIONERS
HENRY F. ISABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. G. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 1, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sirs

We have not received notes on Units 1, 2, 3, 4, and 5 Redmond-Bend Section of the Dalles-California Highway. We believe that Mr. Gould has these notes and would appreciate it if you would have them sent in at the earliest convenience in order that our records may be complete.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

FORM G-A-1 SM 8-57

COMMISSIONERS
HENRY F. CABELL, GVANHAM, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. E. MCALISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 11th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Receipt is acknowledged of a Price Agreement with Babler Bros. to furnish 405.7 cubic yards of 2½" - 1½" rock on their contract on the Redmond-Bend Surfacing.

There was no letter of explanation accompanying this price agreement showing the use to which this rock is to be put or the reason for the price agreement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

Fee: A-81 1937 4:37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
AUG 7 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

June 21, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith is state force order for the construction of sight posts on the Redmond-Bend Surfacing project. This is per your request when on your recent trip.

I wish to advise however, it will be impossible to put the posts on at the present time as we have no posts available. I have been trying to secure a natural round cedar for site posts, but it has been impossible to get bids on them through the purchasing department. I have however, been able to get lodge pole pine, natural round, along The Dalles-California Highway in the vicinity of Lapine.

There is a preservative treatment that is recommended by the Oregon State College and has proven effective. This is a chemical treatment, by boring small holes near the ground line and putting in chemicals while the post is still green then plugging up the hole. I also contemplated treating the sight posts in this manner.

In some parts of the state you have used concrete sight posts. Would you think it advisable to ask for prices, delivered on the ground, for these posts. If you do think it advisable I will want to get about 700 as there is some guard fencing to do.

NOTED
C. B. McCu...

I am sure I can furnish the treated lodge pole pine posts on the ground for about fifty cents a post.

Will you please advise.

Yours very truly

WM. E. Chandler
Division Engineer

wec/e
encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. E. GLADSTONE, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

FILING
123-B2E1

June 21st, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

We do not care to enter into a Price Agreement with Babler Bros. for the second seal on the Redmond-Bend Section at this time.

About the 15th of August, make a careful leakage test of the entire section, and if it seems necessary to be sealed, you may submit the necessary authorization for emulsified asphalt either by the contractor or by State Forces, whichever seems most advantageous.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
J. McG

FORM 6-251 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. S. GLADDYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 28 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

May 26th
1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

The question of furnishing cars on construction jobs to materials men, checkers, etc., comes up again. I realize that it is impossible for the State to furnish all these men with cars but it would appear to me that head inspectors or street inspectors should be furnished with cars and then such inspectors as he can take back and forth on the job, where possible, would be part of the use of this car. I would not, however, expect to furnish a car to a material inspector who was just going to the job and back. The Street Inspector, or head inspector, needs a car, more or less, for running around on different parts of the job.

For instance, on the Babler contract north of Bend, we will have only one street inspector who, along with the resident engineer, will supervise material checkers and I believe he should have a car.

I have sent you a Wage Rate Approval for Gus Eckman as Street Inspector for this job and I recommend that you approve a car for this position. The contractor on this job is starting two shifts and will work two shifts continuously until it is completed.

Will you please advise me at your very early convenience whether or not this car is approved and then have it approved by the Equipment Department?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock

FORM B-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 22 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

April 17th, 1937

IN REPLY PLEASE REFER TO FILE No.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Mr. Baldock does not wish to approve sight posts on the Redmond-Bend Surfacing until after the road is in actual operation and their necessity determined.

I am, consequently, returning your Order for State Force Work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to R. H. Baldock

FORM S-A-1 1000 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED
JAN 11 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1/8/37

OREGON STATE HIGHWAY COMMISSION

SALEM

January 9th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. Z. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In regard to by-products from the quarry on the Redmond-Bend Section being operated by Babler Bros. on their contract #1908. The State Highway Commission and the State Highway Engineer have repeatedly given instructions that no material is to be sold from any State owned or leased quarries by the contractor to any parties or for any purposes whatsoever in any large or small amounts. Therefore, we are unauthorized to permit the sale of any material from this quarry to the County.

The general provisions, on page 35, 38 and elsewhere, state that all screen rejections and other by-products of the crushing operations shall be the property of the State, and if they are used or stockpiled they shall be paid for under certain conditions and at a certain price. Therefore, it does not appear possible to make a special price for this material, as it is very clearly a by-product which was left over from the crushing operations. It apparently is not of standard size or else rescreening would not have been contemplated.

The Commission at its last meeting denied the contractor on the Arlington Rock Production project permission to sell 50 yards to an oil company for paving purposes. They considered it inadvisable to allow a contractor to sell material from State quarries or to have material which is being manufactured for State purposes involved with private transactions. They believe that this leads to confusion in the public's mind between State and private property and is instrumental in causing the public to use our stockpile materials and remove material from the quarries.

The department would, of course, have been willing for the County to have cooperated in this contract and made arrangements to secure a certain amount of material, but that is entirely different from the contractor attempting to dispose of surplus material, the royalty of which has been paid for by the State, merely to facilitate his crushing operations.

I see no option, therefore, except to advise Babler Bros. that this material is claimed by the State under the terms of our contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-9-1 1936 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 11 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

BEND, OREGON

January 7th
1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to Authority for Additional Expenditure amounting to $500.00 which has recently been returned to this office. This refers to 1000 yards of ½" to dust material at the quarry site on the Bend-Redmond road. This was left by Babler Brothers.

Your letter states that this material was ⅜" to dust and in this letter you refer to standard specifications as covering this material.

The standard specifications covering rejections is ordinarly considered to be ¼" minus. This material is ½" minus. In referring to the paragraph under Section 6 on disposition of screen rejections, I find there is no definite size stated and refers to any material that is left on the quarry site.

The conditions that lead up to this 50¢ price were that Mr. Connley came into this office about the time he was removing his plant and wanted to know if we had any objections to him selling this ½"-0 to the county. I told him I thought we could use it to very good advantage in our paving plats and he then asked 50¢ a yard. This seemed like a good price . The reason that this material happened to be left was that during the last two or three weeks of crushing operations, he stockpiled this 1000 yards and figured on rescreening it in the end, but after the stockpiles were measured up by Mr. Gould who found that we had sufficient quantities of 1/2"-1/4" materials so it was not absolutely necessary that this be secured and piled as per contract. For this reason this material is not acutally screen rejections as ordinarilly understood and as definitely specified in the aforementioned paragraph.

R. H. Baldock #2 1-7-37

I think this material is well worth the 50¢ and more per yard but if you do not agree with me I am sure the contractor can dispose of it to the county, as I do not believe the contractor will be satisfied to sell it for 25¢ per yard.

Will you please advise?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

"EC:f

cc- R.H.Baldock

A-1 SM 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. CHANDLER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 6 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

January 5th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I am returning Authority for Additional Expenditure for the purchase of 1000 yards of 3-inch to dust material on the Redmond-Bend Section. Our standard specifications provide for the purchase of this material at 25 cents per cubic yard plus 14 cents per cubic yard mile haul, and also provides that the contractor is required to stockpile it at the Engineer's request.

The authority for additional expenditure should be made out in accordance with the prices quoted above, but it would seem to me that the additional authority for such a small amount of money would be unnecessary in view of the magnitude of the job.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

Form 8-A-1 SM 7-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. E. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE

OREGON STATE HIGHWAY COMMISSION

SALEM

November 25th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
[illegible] Engineer

Dear Sir:

The attached letter has been received from the Bureau of Public Roads concerning the aggregate being stockpiled for bituminous macadam on the Redmond-Bend Section of The Dalles-California Highway, Oregon F.A.P. Nos. 123-B, C, E, G and H.

Will you kindly advise why you continue to accept material which deviates from the allowable tolerance of ten percent. The laboratory reports showing access material date back to October 29th, which show that more than three weeks have elapsed since you were first advised that this material is unsatisfactory.

Such a long delay in making screen adjustments cannot be tolerated and may lead to the rejection of the contractor's entire stockpiles by the Bureau of Public Roads.

Please refer to Circular Letter #104, which deals with crushed rock and gravel gradation.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Laboratory reports from your department indicate that the aggregate being stockpiled for bituminous macadam construction on the Redmond-Bend section of The Dalles-California Highway, Oregon F.A.P. Nos. 123-B, C, E, G and H, varies widely from the specification limits.

Presumably these reports are indicative of the material that has been placed in the stockpiles, thus raising the question of its acceptability. Please give us immediate advice in regard to this matter.

Very truly yours,

W. H. LYNCH
District Engineer

123Bend

September 14, 1936

Babler Bros.
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1908 awarded to you on August 27, 1936, for surfacing and bituminous macadam of the Redmond-Bend Section of The Dalles-California Highway in Deschutes County.

This copy is for your records and files.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLATSYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEN

OREGON STATE HIGHWAY COMMISSION

SALEM

September 10th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sirs

In response to your request of Sept. 8th, we are sending herewith, the haul diagram on 10 x 10 onion skin paper, showing the yardage to be taken from the various pits on the Redmond-Bend surfacing project.

We are including also the tracing of the 2" = 1 mile map of the same section.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. H. Hackett
R

cc to R. H. Baldock

FORM S-B-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

September 8, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sirs

When sending in the special provisions and estimate for the Redmond-Bend Section we enclosed a haul diagram on 10 x 10 onion skin paper showing the yardage to be taken from each pit and the haul worked up in colors. Will you kindly return this chart as we wish to furnish it to the resident engineer who will have charge of the project.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow/e

FORM S-C-1 53775 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Coast Projects Engineer

August 3, 1936

RECEIVED
AUG 4 1936
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

We are sending you today special provisions on the Redmond-Bend Paving as per your telephone conversation of Saturday, August 1. These are made up on the standard "A" and "B" asphaltic concrete mix. No forms are to be provided.

The special provisions on the B-12 penetration macadam I sent you a few days ago amounted to $132,988.90. This asphaltic concrete mix we estimate at $179,999.60, or a difference of $47,010.76. This is an increase of $3,134.00 per mile for the asphaltic concrete over the B-12.

The estimate on the B-12 is based on using gravel about 3" from the State owned gravel pit at Tumalo pit, or using crushed rock from the State owned quarry 0.7 mile from the highway. Both materials would enter the highway at the same point. There is a difference in dead haul of about 0.42 per cubic yard in favor of the quarry, which should make both cost about the same on the road.

Very truly yours,

W. E. Chandler
Division Engineer

wec/e
encls.

FORM 9-0-1 55770 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Contract Proposals Estimates

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON
July 31, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In submitting the special provisions and estimates for the Redmond-Bend Section and Ochoco Dam-Mill Creek Section I inadvertantly neglected to attach an authorization for purchase form for two pits to be purchased on each project. These forms are hereto attached.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encl.

FORM S-C-1 58773 AM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const Project Primary

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

July 29, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Attached are the special provisions, estimate of quantities, estimate of cost and typical section for the B-12 type bituminous macadam on the Redmond-Bend Section.

You will note we now plan on using the Tumalo pit which we own as a source of mineral aggregate although we have an alternate quarry site designated which is 0.7 mile west of mile point 8.7. This quarry has been prospected and is an excellant grade of rock but is so hard to drill we doubt if a contractor would elect to use it.

You instructed us some time ago to prepare an estimate for asphaltic concrete pavement on this section but the cost appears to be prohibitive. Mr Chandler will report within the next few days on his views of the Wapinitia experiment as it would tend to effect this project.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encls.

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Project 2
Primary

OREGON STATE HIGHWAY COMMISSION

SALEM

July 15th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sirs

NOTED

Receipt is acknowledged of the Estimate of Cost, Quantities and Special Provisions for the topping of the Redmond-Bend Section. At one time we thought funds would be available for placing the topping immediately following, or in conjunction with, the grading, but since this did not work out and funds have been set up for the entire project including pavement, I do not see any particular reason to let the topping separate. Therefore, you should furnish the specifications for the asphaltic concrete in time for the August 27th letting.

These specifications will be based somewhat on the experimental work which you expect to do near Maupin, and for that reason they may be held a few days until the success of that work is determined

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-C-1 23778 2M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Project
Ft. Dallas - Calif

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

July 11, 1936

R. H. Baldock
State Highway Engineer
Salem, Oregon

Att. H. G. Smith

INTEL.
State Highway Engineer

Dear Sir:

Attached are three copies of the Estimate of Cost, Quantities and Special provisions for the topping of the Redmond-Bend Section.

There is also attached a straightline map of the project showing the surfacing widths and typical surfacing sections. The tracing sketch map of the project shows the location of the pits and a legend shows the existing roads and hauling roads to be built by the contract. This tracing is a progress map we worked over to show the above listed information and has some data on it which does not pretain to the topping project.

We believe it was your plan to let the topping seperate from the oiling or paving.

B-12 oiling specifications with alternate asphaltic concrete pavement specifications have not as yet been written but can be prepared on short notice.

Yours very truly,

W. E. Chandler
Division Engineer

By

W. O. Widdows

wow/jn

encl.

CONTRACT# 1783, [redacted]

FAS 123-G Redmond-Bend Sec., Unit 1 1935

1783

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 12-H
1783

August 6, 1937

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 123-H, Redmond-Bend Section (Unit 5), The Dalles-California Hwy., Deschutes County, was made by a representative of this office on July 16, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
FEB 23 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124

Oregon FAP No. 123-H,
Redmond-Bend

POST OFFICE BUILDING
PORTLAND, OREGON

February 17, 1937

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Section H
Oregon Project No. 123

Hwy. 28158

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 9, 1936, by the Oregon State Highway Commission, and on April 9, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section H of Oregon project No. 123; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section H to provide for the construction of a bituminous macadam wearing surface over the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section H be increased from $36,508.06 to $57,779.00, and that the Federal funds approved and set aside to the credit of said Section H be increased from $21,426.70 to $35,250.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section H be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and

58

the sum of thirty-five thousand, two hundred fifty and no/100 dollars ($35,250.00) as the share of the United States payable under said act on account of said Section H, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section H shall not in any event exceed the sum of thirty-five thousand, two hundred fifty and no/100 dollars ($35,250.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-seven thousand, seven hundred seventy-nine and no/100 dollars ($57,779.00), the approved total estimated cost of said Section H."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 5th day of December, 1936, and the Secretary of Agriculture on the 6th day of February, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By F. L. Loveland
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section H
Oregon Project No. 123

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 123-H, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 57,779.00 in lieu of the $21,426.70 approved by Cert. of April 9, 1936 as the total estimated cost of said project, and the sum of $ 35,250.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of February one thousand nine hundred and ~~thirty-seven.~~

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4626

RECEIVED
DEC 7 1936
FOR FILING

123-H

December 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Unit 5, Redmond-Bend Section, FA Project No. 123-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

123-H

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Unit 5, Redmond-Bend Section, F. A. Project No. 123-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 123-H

UNIT NO. 5. REDMOND-BEND SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

ROADWORK — Salem, Oregon, October 13, 193

Grading (Contr ct Prices)

All Required		Clearing and Grubbing		$ 530.65
90	cu. yds.	Trench Excavation	$ 2.00	180.00
5,400	cu. yds.	Common Excavation	0.26	1,404.00
10,800	cu. yds.	Solid Rock Excavation	1.05	11,340.00
30,300	cu. yds.	Borrowed Embankment Materials in Place	0.38	11,514.00
15,000	yd. sta.	Overhaul	0.01	150.00
2.87	mile	Finishing Roadbed and Slopes	650.00	1,345.50
220	lin. ft.	12" Corr. Iron Pipe	1.45	319.00
70	lin. ft.	15" Corr. Iron Pipe	2.00	140.00
50	lin. ft.	24" Corr. Iron Pipe	3.25	162.50
50	lin. ft.	18" Corr. Iron Siphon Pipe	2.50	125.00
250	lin. ft.	18" Concrete Pipe	2.50	625.00
5	cu. yds.	Class "A" Concrete	25.00	125.00
170	cu. yds.	Riprap	2.50	425.00
				$28,485.65

Culverts (Contract Prices)

100	cu. yds.	Excavation	$ 2.00	$ 200.00
10	cu. yds.	Excavation below plans	3.00	30.00
75	cu. yds.	Mortar Rubble Masonry	12.00	900.00
13	cu. yds.	Class "D" Concrete	25.00	325.00
1,700	lbs.	Metal Reinforcement	0.05	85.00
				$ 1,540.00

Surfacing & Bituminous Macadam

9,200	cu. yds.	Pit Run Gravel Surfacing	$ 0.35	$ 3,220.00
1,800	cu. yds.	Pit Run Cinder Surfacing & Shoulders	0.35	630.00
11,000	yd. mi.	Hauling Gravel Surfacing	0.12	1,320.00

4,200	yd. mi.	Hauling Cinder Materials	$ 0.12	$ 504.00
1,100	cu. yds.	Filler	0.25	275.00
1,100	yd. mi.	Hauling Filler	0.12	132.00
850	M-Gal.	Sprinkling	1.00	850.00
2.06	miles	Preparation of Base	100.00	206.00
2,650	cu. yds.	Mineral Aggregate in Place	2.75	7,287.50
200	tons	Asphalt in Place	21.00	4,200.00
34	tons	Emulsified or Cutback Asphalt	21.00	714.00
				$ 19,338.50

Subtotal	$ 49,364
10% Engr. & Cont.	4,936
Total	$ 54,300

BRIDGE

Station 9400

130	cu. yds.	Excavation	$ 3.00	$ 390.00
10	cu. yds.	Excavation below plans	3.00	30.00
15	cu. yds.	Class "A" Concrete	24.00	360.00
85	cu. yds.	Mortar Rubble Masonry	12.00	1,020.00
33	cu. yds.	Class "D" Concrete	22.00	726.00
7,500	lbs.	Metal Reinforcement	0.045	337.50
60	lin. ft.	Concrete Handrail	5.00	300.00

Subtotal, Bridge	$ 3,163
10% Engr. & Cont.	316
Total	$ 3,479

Length of Roadway	2.066 miles
" " 1 Bridge	.005 "
Total Length	2.071 "
Cost per mile, Roadway	$ 26,282

FEDERAL AID FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 54,300	$ 33,128 (61%)	$ 21,172
Bridge	3,479	2,122 (61%)	1,357
	$ 57,779	$ 35,250	$ 22,529

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1927
State Funds for Maintenance: Chap. 41, laws 1927

123-H

RECEIVED
OCT 28 1936
FOR FILING

August 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Unit No. 5, Redmond-Bend Section, Federal Aid Project No. 123-H.

Five bid proposals and five blueprint copies of sheet number 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MS

Encl.

Oregon State Highway Department — Federal Aid Project No. 123-H

UNIT NO. 5, REDMOND-BEND SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany surfacing specifications. Not as basis for project agreement.)

Salem, Oregon, August 10, 1936

Grading (Contract Prices)

All Required		Clearing and Grubbing		$ 630.65
90	cu. yds.	Trench Excavation	$ 2.00	180.00
5,400	cu. yds.	Common Excavation	0.26	1,404.00
10,800	cu. yds.	Solid Rock Excavation	1.05	11,340.00
30,300	cu. yds.	Borrowed Embankment Materials in Place	0.38	11,514.00
15,000	yd. sta.	Overhaul	0.01	150.00
2.07	mile	Finishing Roadbed and Slopes	650.00	1,345.50
220	lin. ft.	12" Corr. Iron Pipe	1.45	319.00
70	lin. ft.	15" Corr. Iron Pipe	2.00	140.00
50	lin. ft.	24" Corr. Iron Pipe	3.25	162.50
50	lin. ft.	18" Corr. Iron Siphon Pipe	2.50	125.00
250	lin. ft.	18" Concrete Pipe	2.50	625.00
5	cu. yds.	Class "A" Concrete	25.00	125.00
170	cu. yds.	Riprap	2.50	425.00
				$ 28,485.65

Culverts (Contract Prices)

100	cu. yds.	Excavation	$ 2.00	$ 200.00
10	cu. yds.	Excavation below plans	3.00	30.00
75	cu. yds.	Mortar Rubble Masonry	12.00	900.00
13	cu. yds.	Class "D" Concrete	25.00	325.00
1,700	lbs.	Metal Reinforcement	0.05	85.00
				$ 1,540.00

Surfacing & Bituminous Macadam (Estimated Prices)

9,200	cu. yds.	Pit Run Gravel Surfacing	$ 0.25	$ 2,300.00
1,800	cu. yds.	Pit Run Cinder Surfacing and Shoulders	0.25	450.00
11,000	yd. mi.	Hauling Gravel Surfacing	0.12	1,320.00

4,200	yd. mi.	Hauling Cinder Materials	$ 0.10	$ 420.00
1,100	cu. yds.	Filler	0.40	440.00
1,100	yd. mi.	Hauling Filler	0.20	220.00
850	M-Gal.	Sprinkling	1.50	1,275.00
2.06	miles	Preparation of Base	100.00	206.00
2,650	cu. yds.	Mineral Aggregate in Place	3.20	8,480.00
200	tons	Asphalt in Place	26.00	5,200.00
34	tons	Emulsified or Cutback Asphalt	30.00	1,020.00
				$ 21,331.00

Subtotal	$ 51,356.63
10% Engr. & Cont.	5,135.66
Total	$ 56,492.31

BRIDGE

Station 9+00

130	cu. yds.	Excavation	$ 3.00	$ 390.00
10	cu. yds.	Excavation below plans	3.00	30.00
15	cu. yds.	Class "A" Concrete	24.00	360.00
85	cu. yds.	Mortar Rubble Masonry	12.00	1,020.00
33	cu. yds.	Class "D" Concrete	22.00	726.00
7,500	lbs.	Metal Reinforcement	0.045	337.50
60	lin. ft.	Concrete Handrail	5.00	300.00

Subtotal Bridge	$ 3,163.50
10% Engr. & Cont.	316.35
Total	$ 3,479.85

Length of Roadway	2.066 miles
" " 1 Bridge	.005 "
Total Length	2.071 "
Cost per mile, Roadway	$ 27,343.80

FEDERAL AID FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 56,492.31	$ 34,460.30 (61%)	$ 22,032.01
Bridge	3,479.85	2,122.70 (61%)	1,357.15
	$ 59,972.16	$ 36,583.00	$ 23,389.16

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for the modification of Oregon Federal Aid project No. 123-H, Unit 5 of the Redmond-Bend Section of The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

For future projects when a quarry is designated as the source of surfacing materials or mineral aggregates for bituminous macadams, it will be necessary that test reports on the material be furnished sufficiently in advance of submission of the P.S.& E. papers to allow us to make a field inspection of the quarry.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

August 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 123-B, C, E, G and H, the Redmond-Bend section of The Dalles-California Highway, to Babler Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

123-H

March 11, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for Unit No. 5, Redmond-Bend Section, F. A. Project No. 123-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

123-H

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 20 1936
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

February 19, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We enclose herewith two copies of proposed project agreement for Oregon Federal Aid Project NO. 123-H, Unit 5, of the Redmond-Bend section of The Dalles-California Highway, for signature and return to this office. Enclosed also is an approved copy of the detail estimate on which the agreement was based, together with approved copy of the specifications.

The estimate has been corrected to show the total cost as inclusive of the forfeited bid bond. The forfeited check is considered in the nature of liquidated damages due the State for loss of time and expense incurred. It should not be credited to the project as reducing the cost thereof, but rather should be considered as a reimbursement to the State for preliminary expenses incurred in Federal Aid participation.

We have not changed the amount of Federal Aid requested. If you wish full participation, please return the agreement to this office with a request that it be rewritten.

We have also amended the roadway and bridge lengths shown, though making no change in total lengths.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Encls.

123-H

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for Unit No. 5, Redmond-Bend Section, F. A. Project No. 123-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

123-H

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for Unit No. 5, Redmond-Bend Section, F. A. Project No. 123-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 123-B

UNIT NO. 5, REVISED SECTION OF THE

DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 5, 1933

ROADWORK

Grading

All Required		Clearing and Grubbing		$ 630.65
90	cu. yds.	Trench Excavation	$ 2.00	180.00
5,400	cu. yds.	Common Excavation	0.26	1,404.00
10,800	cu. yds.	Solid Rock Excavation	1.05	11,340.00
30,300	cu. yds.	Borrowed Embankment Materials in Place	0.38	11,514.00
15,000	yd. sta.	Overhaul	0.01	150.00
2.07	mile	Finishing Roadbed and Slopes	650.00	1,345.50
220	lin. ft.	12" Corr. Iron Pipe	1.45	319.00
70	lin. ft.	18" Corr. Iron Pipe	2.00	140.00
50	lin. ft.	24" Corr. Iron Pipe	3.25	162.50
50	lin. ft.	18" Corr. Iron Siphon Pipe	2.50	125.00
250	lin. ft.	18" Concrete Pipe	2.50	625.00
5	cu. yds.	Class "A" Concrete	25.00	125.00
170	cu. yds.	Riprap	2.50	425.00
				$ 28,469.65
		Bid Bond Forfeited by Low Bidder		Cr. 1,200.00
				$ 27,269.65

Culverts

100	cu. yds.	Excavation	$ 2.00	$ 200.00
10	cu. yds.	Excavation below plans	3.00	30.00
75	cu. yds.	Mortar Rubble Masonry	12.00	900.00
13	cu. yds.	Class "D" Concrete	25.00	325.00
1,700	lbs.	Metal Reinforcement	0.05	85.00
				$ 1,540.00
		Subtotal, Roadway		$ 28,769.01
		10% Engr. & Cont.		2,876.90
		Total, Roadway		$ 31,645.91

BRIDGE

Station 9+00

130	cu. yds.	Excavation	$ 3.00	$ 390.00
10	cu. yds.	Excavation below plans	3.00	30.00
15	cu. yds.	Class "A" Concrete	24.00	360.00
85	cu. yds.	Mortar Rubble Masonry	12.00	1,020.00
33	cu. yds.	Class "D" Concrete	22.00	726.00
7,500	lbs.	Metal Reinforcement	0.045	337.50
60	lin. ft.	Concrete Handrail	5.00	300.00
			Subtotal, Bridge	$ 3,163.50
			10% Engr. & Cont.	316.35
			Total	$ 3,479.85

Length of Roadway	2.363 miles
" " " Bridge	.008 mile
Total Length	2.371 miles
Cost per mile	$ 15,339.75

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	External Aid Funds	State Funds
Roadway	$ 31,645.91	$ 19,304.00 (67.5)	$ 12,341.91
Bridge	3,479.85	2,122.70 (62.5)	1,357.15
	$ 35,125.76	$ 21,426.70	$ 13,699.06

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maint: Chap. 41, Laws 1927

123 H

November 7, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects 123-G and 123-H, Units 1 and 5, of the Redmond-Bend Section of The Dalles-California Highway, to Parker-Schram Co., who submitted the second low bid.

Very truly yours,

W. H. LYNCH
District Engineer

123-H

IN YOUR REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

September 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid project 123-H, Unit 5, of the Redmond-Bend Section, The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Copies of the usual town resolution should be forwarded as soon as possible.

There is a discrepancy in the quantity of excavation for the bridge at Station 9+00, as shown on the estimate and proposal. The proposal quantity has been considered correct, and it is requested that when the agreement estimate is furnished the proposal quantity be used.

Very truly yours,

W. H. LYNCH
District Engineer

Tom

123-H

September 20, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for Unit No. 5, Redmond-Bend Section, Project No. 123-H.

Five bid proposals for the grading work and five sets of blueprint plans are being sent under separate cover.

The bid proposals for the culverts and bridges will be sent later and will reach your office by Saturday morning.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 123-E

UNIT NO. 5, REDMOND-BEND SECTION OF THE

DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 20, 1935

ROADWAY

Grading

All Required		Clearing and Grubbing		$ 400.00
90	cu. yds.	Trench Excavation	$ 1.50	135.00
5,400	cu. yds.	Common Excavation	0.25	1,350.00
10,800	cu. yds.	Solid Rock Excavation	1.15	12,420.00
30,300	cu. yds.	Borrowed Embankment Materials in Place	0.30	9,090.00
15,000	yd. sta.	Overhaul	0.02	300.00
2.07	mile	Finishing Roadbed and Slopes	300.00	621.00
220	lin. ft.	12" Corr. Iron Pipe	1.20	264.00
70	lin. ft.	18" Corr. Iron Pipe	2.00	140.00
50	lin. ft.	24" Corr. Iron Pipe	3.50	175.00
50	lin. ft.	18" Corr. Iron Siphon Pipe	2.30	115.00
250	lin. ft.	18" Concrete Pipe	2.00	500.00
5	cu. yds.	Class "A" Concrete	25.00	125.00
170	cu. yds.	Riprap	2.00	340.00
				$ 25,975.00

Culverts

100	cu. yds.	Excavation	$ 2.00	$ 200.00
10	cu. yds.	Excavation below plans	5.00	50.00
75	cu. yds.	Mortar Rubble Masonry	16.00	1,200.00
13	cu. yds.	Class "D" Concrete	22.00	286.00
1,700	lbs.	Metal Reinforcement	0.055	93.50
				$ 1,829.50

Subtotal, Roadway	$ 27,804.50
10% Engr. & Cont.	2,780.45
Total, Roadway	$ 30,584.95

BRIDGE

Station 9+00

120	cu. yds.	Excavation	$ 3.00	$ 360.00
10	cu. yds.	Excavation below plans	5.00	50.00
15	cu. yds.	Class "A" Concrete	22.00	330.00
85	cu. yds.	Mortar Rubble Masonry	16.00	1,360.00
33	cu. yds.	Class "D" Concrete	22.00	726.00
7,500	lbs.	Metal Reinforcement	0.055	412.50
60	lin. ft.	Concrete Handrail	5.00	300.00
			Subtotal, Bridge	$ 3,538.50
			10% Engr. & Cont.	353.85
			Total	$ 3,892.35

Length of Roadway	2.063 miles
Length of 1 Bridge	.008 mile
Total Length	2.071 miles
Cost per mile	$ 14,825.47

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 30,584.95	$ 18,656.81 (61%)	$ 11,928.14
Bridge	3,892.35	2,374.33 (61%)	1,518.02
	$ 34,477.30	$ 21,031.14	$ 13,446.16

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

Stencil No. 3.

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 123-G

August 6, 1937

RECEIVED
AUG 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 123-G, Redmond-Bend Section (Unit 1), The Dalles-California Hwy., Deschutes County, was made by a representative of this office on July 16, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
FEB 23 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO.

Stencil No. 124
Ore. FAP 123-G
Redmond-Bend

POST OFFICE BUILDING
PORTLAND, OREGON

February 17, 1937

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Fron

Section G
Oregon Project No. 123

Fhp. 28157

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 9, 1936, by the Oregon State Highway Commission, and on April 9, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section G of Oregon project No. 123; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section G to provide for the construction of a bituminous macadam wearing surface over the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section G be increased from $19,748.13 to $27,654.00, and that the Federal funds approved and set aside to the credit of said Section G be increased from $11,595.27 to $16,870.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section G be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and

the sum of sixteen thousand, eight hundred seventy and no/100 dollars ($16,870.00) as the share of the United States payable under said act on account of said Section G, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section G shall not in any event exceed the sum of sixteen thousand, eight hundred seventy and no/100 dollars ($16,870.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-seven thousand, six hundred fifty-four and no/100 dollars ($27,654.00), the approved total estimated cost of said Section G."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 5th day of December, 1936, and the Secretary of Agriculture on the 6th day of February, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By F. L. Fouville
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section G
Oregon Project No. 123

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 123-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 27,654.00 in lieu of the $11,595.27 approved by Cert. of April 9, 1936 as the total estimated cost of said project, and the sum of $ 16,870.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of February one thousand nine hundred and thirty-seven.

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4830

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Ore. 123-G, Redmond-Bend Sec.of The Dalles-Calif.Hwy.

123-A

November 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed/modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the/modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

123-9

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Unit 1, Redmond-Bend Section, F. A. Project No. 123-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 123-C

UNIT NO. 1, SECOND-GRADE SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for modified agreement. Based on low bid prices)

Salem, Oregon, October 13, 1936

Grading

All Required		Clearing and Grubbing		$ 169.35
10	cu. yds.	Trench Excavation	$ 2.00	20.00
4,200	cu. yds.	Common Excavation	0.26	1,092.00
12,000	cu. yds.	Solid Rock Excavation	1.05	12,600.00
50,000	yd. sta.	Overhaul	0.01	500.00
0.55	mile	Finishing Roadbed and Slopes	650.00	357.50
50	cu. yds.	Riprap	2.50	125.00
150	lin. ft.	18" Concrete Pipe	2.50	375.00
				$ 15,238.85

Culverts

80	cu. yds.	Excavation	$ 2.00	$ 160.00
8	cu. yds.	Excavation below plans	3.00	24.00
135	cu. yds.	Mortar Rubble Masonry	12.00	1,620.00
30	cu. yds.	Class "B" Concrete	23.00	690.00
4,400	lbs.	Metal Reinforcement	0.05	220.00
				$ 2,714.00

Surfacing & Bituminous Macadam

900	cu. yds.	Excavation, Single Classif.	$ 0.75	$ 675.00
450	yd. mi.	Truck Haul	0.16	72.00
3,000	cu. yds.	Pit Run Gravel Surfacing	0.35	1,050.00
400	cu. yds.	Pit Run Cinder Surfacing & Shoulders	0.35	140.00
11,100	yd. mi.	Hauling Gravel Surfacing	0.12	1,332.00
1,600	yd. mi.	Hauling Cinder Materials	0.12	192.00
300	cu. yds.	Filler	0.25	75.00
300	yd. mi.	Hauling Filler	0.12	36.00
250	M-Gal.	Sprinkling	1.00	250.00
0.55	mile	Preparation of Base	100.00	55.00

700	cu. yds.	Mineral Aggregate in Place	$ 2.75	$ 1,925.00
56	tons	Asphalt in Place	21.00	1,176.00
10	tons	Emulsified or Cutback Asphalt	21.00	210.00
				$ 7,138.00
		Subtotal		$ 25,140.
		10% Engr. & Cont.		2,514.
		Total		$ 27,654.

Length 0.554 mile
Cost per mile $ 49,916

Federal Aid Funds Requested	$ 16,870 (61%)
State Funds	10,784
	$ 27,654

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

123-G

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for the modification of Oregon Federal Aid project 123-G, Unit 1, of the Redmond-Bend Section of The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

For future projects, when a quarry is designated as the source of surfacing materials or mineral aggregates for bituminous macadams, it will be necessary that test reports on the material be furnished sufficiently in advance of submission of the P. S. & E. papers to allow us to make a field inspection of the quarry.

Very truly yours,

W. H. LYNCH
District Engineer

123-9

RECEIVED
OCT 28 1936
FOR FILING

August 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Unit No. 1, Redmond-Bend Section, Federal Aid Project No. 123-C.

Five bid proposals and five blueprint copies of sheet number 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department — Federal Aid Project No. 123-C

UNIT NO. 1A REDMOND-BEND SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany surfacing specifications. Not as basis for project agreement.)

Salem, Oregon, August 10, 1936

Grading (Contract Prices)

All Required		Clearing and Grubbing		$ 169.35
10	cu. yds.	Trench Excavation	$ 2.00	20.00
4,200	cu. yds.	Common Excavation	0.26	1,092.00
12,000	cu. yds.	Solid Rock Excavation	1.05	12,600.00
50,000	yd. sta.	Overhaul	0.01	500.00
0.55	mile	Finishing Roadbed and Slopes	650.00	357.50
50	cu. yds.	Riprap	2.50	125.00
150	lin. ft.	18" Concrete Pipe	2.50	375.00
				$ 15,238.85

Culverts (Contract Prices)

80	cu. yds.	Excavation	$ 2.00	$ 160.00
8	cu. yds.	Excavation Below Plans	3.00	24.00
135	cu. yds.	Mortar Rubble Masonry	12.00	1,620.00
30	cu. yds.	Class "D" Concrete	23.00	690.00
4,400	lbs.	Metal Reinforcement	0.05	220.00
				$ 2,714.00

Surfacing & Bituminous Macadam

900	cu. yds.	Excavation, Single Classification	$ 1.00	$ 900.00
450	yd. mi.	Truck Haul	0.20	90.00
3,000	cu. yds.	Pit Run Gravel Surfacing	0.25	750.00
400	cu. yds.	Pit Run Cinder Surfacing and Shoulders	0.25	100.00
11,100	yd. mi.	Hauling Gravel Surfacing	0.12	1,332.00
1,600	yd. mi.	Hauling Cinder Materials	0.10	160.00
300	cu. yds.	Filler	0.40	120.00
300	yd. mi.	Hauling Filler	0.20	60.00
250	M-Gal.	Sprinkling	1.50	375.00
0.55	mile	Preparation of Base	100.00	55.00
700	cu. yds.	Mineral Aggregate in Place	3.20	2,240.00

56 tons	Asphalt in Place	$ 26.00	$ 1,456.00	
10 tons	Emulsified or Cutback Asphalt	30.00	300.00	
			$ 7,938.00	
		Subtotal	$ 25,890.85	
		10% Engr. & Cont.	2,589.08	
		Tot l	$ 28,479.93	
	Length	0.554 mile		
	Cost per mile	$ 51,407.81		

Federal Aid Funds Requested- $ 17,372.73 (61%)
State Funds- 11,107.18

$ 28,479.93

1239.04

COST ANALYSIS - FINAL REPORT — Aug. 4, 1936

The Dalles-California Highway - Redmond-Bend Section - Grading
Contract #1783

Prefix 9-1106

Parker-Schram Co., Contractors.
C.C.Slavens - Resident Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 565.95	100%	-	Lump Sum	$ 800.00
Trench Excavation	468.60	347.1 C.Y.	1.35	2.00	694.20
Common Excavation	2,350.00	10215.2 "	0.23	0.26	2,655.95
Solid Rock Excavation	32,337.16	23193.5 "	1.39	1.05	24,353.18
Borrow Emb. in Place	10,183.20	26125.4 "	0.39	0.38	9,927.65
Overhaul	846.91	42345.5 "	0.02	0.01	423.46
Finishing Roadbed & Slopes	1,813.05	2.57 Mi.	705.46	650.00	1,670.50
12" Corr. Iron Pipe	353.10	266 L.F.	1.33	1.45	385.70
24" " " "	149.05	48 "	3.10	3.25	156.00
18" " " " Syphon	148.00	58 "	2.55	2.50	145.00
18" Concrete Pipe	602.45	348 L.F.	1.73	2.50	870.00
Class "A" Concrete	144.70	4.0046 C.Y.	36.12	25.00	100.12
Rip Rap	407.00	247.71	1.64	2.50	619.28
Truck Haul	1,265.00	5443.6 YM	0.23	0.20	1,088.72
Force Account	577.37				599.21
Total	$52,211.54				$44,488.97

Total Cost	$ 52,211.54
Gross Revenue	44,488.97
Net Loss	$ 7,722.57

Net Loss Equals 17.4% of Gross Revenue

NOTED

Contract 1783 - Prefix 9-1106

DETAIL COST

LABOR

Supervision	$ 2,305.30
Labor	17,406.74
State and Acc. Insurance	1,281.28
	$20,993.32

MATERIALS

12" Corr. Iron Pipe	266.	L.F.	1.09	$ 289.94
12" Corr. Iron Pipe Bands	9		1.36	12.24
24" " " " "	48	L.F.	2.45	117.60
24" " " " "	1		2.88	2.88
18" " " Siphon Pipe	58	L.F.	1.98	114.84
18" " " " " Bands	2		2.31	4.62
18" Concrete Pipe	348	L.F.	1.31	455.88
Lumber and Nails used in Structures				210.18
Cement for Class "A" Concrete	7	Bbls.	3.00	21.00
Mineral Agg. For Class A	6	C.Y.	2.00	12.00
				$1241.18

EQUIPMENT RENTAL, SUPPLIES & MISC.

Equipment Rental	$ 8,664.30
Gas,Diesel Oil, Oil & Grease	2,305.60
Hired Trucks including Gas, Oil and Grease	8,184.15
Explosives	5,365.65
Expense Accounts(Supt.& Timekeeper)	748.21
Freight & Cartage	1,120.34
Small Tools - Supplies & Misc.	749.45
Drill Steel Bits & Drilling Supplies	469.08
Repair flume damaged by blasting	198.34
Hired Teams	82.00
Bond	444.89
Public Liability & Property Damage	168.00
Part of Portland Office Expense	1,335.00
Special Security	142.03
	$29,977.04

Cost Grand Total - - - -$ 52,211.54

Contract #1783 - Prefix 9-1106

REMARKS:

This contract was bid Oct. 8, 1935.
Johnson-Hansen and Johnson Contractors were low Bidders with a bid of $38,578.00, but on reconsideration did not want the contract and forfeited their bid bond. The contract was awarded to Parker-Schram, Second Low bidder with a bid of $43,724.50 on Nov. 7, 1935.

Work was started Nov. 13, 1935 and was completed May 5, 1936.

The weather was fair for winter work and only four days were lost due to weather conditions.

The solid rock excavation consisting of lava rock and cemented boulders, in shallow cuts varying from about one to ten feet in depth was expensive to excavate.

The boulder and cemented boulder formation of about 5500 Cu. Yds. was dug without shooting. Which put too much strain on the 1¼ cu.yd. shovel and the shovel was continuously breaking down thruout the job. The shovel averaged only about 18 cu.yds. per hour operating time, while working in the boulder formation.

The lava rock was difficult to break up due to crevices and pockets wh ch allowed the explosives to blow out. Holes were drilled on about three foot centers and about four feet below grade. 34,500 pounds of explosives were used to blast about 17,700 c.yds of lava rock an average of about two pounds per cu.yd. The Cost of drilling and blasting was about $0.79 per cu.yd. of which 0.30 was spent for explosives. In places it was necessary to drill and blast two and three times to break up the rock.

The rock broke large and being in shallow cuts was difficult to pick up with a shovel. The 1¼ yads shovel averaged only about 30 c.yds per hour - operating time. It was necessary to break and remove a considerable quantity of solid below grade which is not measured when computing pay quantities.

The borrow embankment was common obtained from borrow pits within a radius of ½ mile from job. The 1¼ cu.yd. shovel loaded 26125 cu.yds. in 265 hours - an average of about 98 c.yds. per hour shovel operating time. The material was measured in place and shrinkage amounted to about 35%.

This job was bid low considering the solid rock to be excavated. Also the shovel gave considerable trouble and slowed up production, with the result that the contractors suffered a loss.

E. H. CLYMER.
Cost Analyst.

FORM S-C-1 25775 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1239 H

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

July 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Attached is a request for Authority for Additional Expenditure to set R. O. W. markers and permanent reference points on Units 1 and 5 of the Redmond-Bend Section.

The original authorization for engineering and contingencies on this project Contract No. 1785 have been exhausted.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encl.

123 g-H

#1783

July 18, 1936

Glens Falls Indemnity Company,
Rogguss Hart Banks Co., Agents,
511 Pittock Block,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1783 for the construction of Units 1 and 5, Redmond-Bend Section of The Dalles-California Highway in Deschutes County has been completed by the contractors, Parker-Schram Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 28, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $44,511.49 including the final payment. Of this amount $599.21 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 19, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
O f f i c e

Dear Sir:

All work has been completed on Contract No. 1783 with Parker-Schram Company for the grading of Units 1 and 5 on the Redmond-Bend Section of The Dalles-California Highway in Deschutes County. The date of completion was May 5, 1936. Acceptance of this project by the Oregon State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by C. A. Bonnett/GS

APPROVED BY HIGHWAY COMMISSION
DATE May 22, 1936
H. B. Glaisyer
Secretary

Redlands

May 2, 1936

COST ANALYSIS TO APRIL 18TH, 1936

The Dalles-California Highway, Redmond-Bend, Section, Grading,
Contract 1783, Prefix 9-1106

Parker-Schram, Contractors
C. C. Slavens, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 535.85	All			$ 800.00
Trench Excavation	319.00	220 Cu. Yd.	1.45	2.00	440.00
Common Excavation	2,340.00	9,750 Cu. Yd.	0.24	0.26	2,535.00
Solid Excavation	31,618.25	22,968 Cu. Yd.	1.377	1.05	24,116.40
Borrowed Emb. in Place	9,438.60	27,500 Cu. Yd.	0.343	0.38	10,450.00
Overhaul	1,104.00	55,200 Yd. Sta.	0.02	0.01	552.00
Finishing Roadbed & Slopes	1,453.43	2 Miles	726.72	650.00	1,300.00
12" Corr. Iron Pipe	316.70	220 Lin. Ft.	1.44	1.45	319.00
24" " " "	152.50	48 Lin. Ft.	3.18	3.25	156.00
18" Corr. Iron Siphon Pipe	155.45	58 Lin. Ft.	2.68	2.50	145.00
18" Concrete Pipe	602.45	348 Lin. Ft.	1.73	2.50	870.00
Class "A" Concrete	135.80	3.8 Cu. Yd.	35.74	25.00	95.00
Rip Rap	393.90	190 Cu. Yd.	2.08	2.50	475.00
Truck Haul	1,065.00	3,800 Yd. Mi.	0.28	0.20	760.00
Force Account	409.15				410.98
	$ 50,040.08				$ 43,424.38

Total Cost	$ 50,040.08
Gross Revenue	43,424.38
Net Loss	$ 6,616.70

Net Loss Equals 15.2% of Gross Revenue

NOTED

[illegible] Highway [illegible]

Cost Analysis to April 18, 1936

Contract 1783, Prefix 9-1106

DETAIL COST

Labor:			
Supervision (Superintendent & Timekeeper)		$ 2,027.40	
Labor		16,442.58	
State Industrial Accident Insurance		1,200.55	
			$ 19,670.53
Material:			
12" Corr. Iron Pipe	220 Lin. Ft. at 1.09	239.80	
12" " " " Bands	8 Each at 1.36	10.88	
24" " " "	48 Lin. Ft. at 2.45	117.60	
24" " " " "	1 Each at 2.88	2.88	
18" " " Siphon Pipe	58 Lin. Ft. at 1.98	144.84	
18" " " Pipe Bands	2 Each at 2.31	4.62	
18" Concrete Pipe	348 Lin. Ft. at 1.31	455.88	
Cement for Class A Concrete	7 Bbls. at 3.00	21.00	
Mineral Agg. for Class A Conc.	6 Cu. Yd. at 2.00	12.00	
Material Used on Force Account		168.22	
			1,147.72
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		8,361.60	
Gas, Oil & Grease		2,305.60	
Hired Trucks, including gas, oil & grease		7,881.36	
Explosives		5,198.40	
Office Expense and Expense Accounts		1,015.40	
Freight and Cartage		950.00	
Small Tools, Supplies & Misc.		359.35	
Drill Steel, Bits and Drilling Supplies		576.60	
Repair Flume Damaged by Blasting		198.34	
Hired Teams		39.00	
Bond		433.18	
Public Liability and Property Damage		168.00	
Part of Portland Office & Warehouse Expense		1,735.00	
			29,221.83
COST GRAND TOTAL.....			$ 50,040.08

Contract 1785, Prefix 9-1106

REMARKS:

This contract was bid Oct. 8, 1935, and was awarded Nov. 7, 1935. Work was started Nov. 13, and to April 18, 1936, was about 97% complete. The weather was fair for winter work.

The solid rock excavation, which constituted the largest and most difficult part of this contract, consisted of lava rock and a cement boulder formation. The cuts were shallow, averaging from about two to ten feet in depth.

The boulder and cement boulder formation of about 5,500 cu. yds. was dug without shooting which put too much strain on the 1¼ yd. shovel and caused about $2500 worth of repairs. The shovel averaged only about 13 cu. yds. per hour while working in boulder formation.

The lava rock was difficult to break up. Holes were drilled on about three foot centers and about four feet below grade. 34,500 pounds of explosives were used to blast about 17,500 cu. yds., an average of 2 pounds per cu. yd. The cost of drilling and blasting was about 0.79 per cu. yd., of which 0.30 was spent for explosives.

It was necessary to drill and blast two and three times in some places. The rock broke large and being in shallow cuts was difficult to pick up with a shovel. The 1¼ yard shovel averaged only about 30 cu. yds. per hr. It was necessary to break up and remove a considerable quantity of solid below grade which is never measured when computing pay quantities.

The borrow embankment was common obtained from borrow pits within a radius of ½ mile from job. The 1¼ yard shovel loaded 27,500 cu. yds. in 245 hours, an average of about 112 cu. yds. per hour shovel operating time. The material was measured in place, and shrinkage amounted to about 35%.

This job shows a large loss, and the loss will be increased by the finishing, cleaning up and moving out. The job was bid too low for this class of rock and the interference caused by irrigation ditches and old highway.

E. H. Clymer
Cost Analyst

Form 335—5M—8-35

123 9 8 44

...ION STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT # 25

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
MAY 5 1936
OREGON
...WAY ...SION

For Week Ending May 2, 1936

Section Redmond-Bend

Highway The Dalles-California

Contractor Parker-Schram Co.

Date of contract Nov. 7, 1935

Date work started Nov. 13, 1935

Amount of contract . . . . . $ 43,724.50

Kind of work Grading

Section prefix 9-1106 FA 123 G, H.

Contract number 1783

Date of completion July 31, 1936

Estimated date of completion May 5, 1936

Per cent of time elapsed 75 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 45,000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 2950.00, 6.9 %

Date project was completed ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This week was spent in finishing road bed and slopes and doing other odd jobs in connection with the project. A crew of about 10 men were engaged in this work.

Most of the contractors equipment was shipped out by the end of this week.

A day or two more will complete the job.

H. G. Smith and K. D. Lytle was over the job Monday of this week.

E. H. Clymer spent several days in our office working up cost on Dunn and Bakers job and also on Parker-Schrams.

The engineering crew spent the week working on field work in connection with this project and others.

Frank Winkler, chainman, was transferred to Tom Edwards, who is doing the engineering work on the Franklin St. grade speeration

RECEIVED
MAY 4 - 1936

Signed C. E. Stevens

Address Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.62				
Miles partially completed					
Miles completed	2.62				
Total estimated quantities	62,800				
Estimated quantities moved or placed to date	62,800				
Average daily quantities	none				
Average daily quantities necessary to complete project on time	completed				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	17				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Deschutes COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	10				5	2	17
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,
Compressors ....., Bull Dozers 1, Sheet-foot rollers ..... pull grader 1 ..... 1 truck .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clar and warm	None	
Monday	showers	"	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday	clear	"	

FORM S-A-1 SM 1-56

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 16th, 1956

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I note another State Force Order in a considerable amount for flumes on the Redmond-Bend Section.

Please advise all your engineers that provision should be made to contract all incidental items pertaining to irrigation ditches, culverts and flumes.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

123-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
FEB 21 1936
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

February 20, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We enclose herewith two copies of proposed project agreement for Oregon Federal Aid Project No. 123-G, Unit 1, of the Redmond-Bend section of The Dalles-California Highway, for signature and return to this office. Enclosed also is an approved copy of the detail estimate on which the agreement was based, together with approved copy of the specifications.

The estimate has been corrected to show the total cost as inclusive of the forfeited bid bond. The forfeited check is considered in the nature of liquidated damages due the State for loss of time and expense incurred. It should not be credited to the project as reducing the cost thereof, but rather should be considered as a reimbursement to the State for preliminary expenses incurred in Federal Aid participation.

We have not changed the amount of Federal Aid requested. If you wish full participation, please return the agreement to this office with a request that it be rewritten.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

Encls.

...D. 12, 1936

COST ANALYSIS TO JANUARY 18, 1936

The Dalles-California Highway, Redmond-Bend Section, Grading, Contract # 1783, Prefix S-1106

Parker-Schram, Contractors
C. C. Slavens, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing & Grubbing	$ 218.70	50%			$ 400.00
Trench Excavation	4.55	4 cu. yds.	1.14	2.00	8.00
Common Excavation	1,098.30	3,138 cu. yds.	0.35	0.26	815.88
Solid Excavation	12,963.26	10,464 cu. yds.	1.24	1.05	10,987.20
Borrow Emb. in Place	241.05	1,000 cu. yds.	0.24	0.38	380.00
Overhaul	1,705.00	42,612 yd. sta.	0.04	0.01	426.12
18" Concrete Pipe	256.00	129 lin. ft.	1.98	2.50	322.50
Rip Rap	33.90	16 cu. yds.	2.12	2.50	40.00
Totals	$ 16,520.76				$ 13,379.70

Total Cost	$ 16,520.76
Gross Earnings	13,379.70
Net Loss	$ 2,141.06

Net Loss Equals 16% of Gross Revenue

DETAILS OF COST

Labor:			
Labor		$ 5,206.87	
Supervision (Superintendent & Timekeeper)		1,000.00	
State Industrial Accident Insurance		403.45	
			$ 6,610.32
Material:			
18" Concrete Pipe	129 lin. ft. at $1.65	212.85	
			212.85
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		2,797.00	
Hired Trucks Including Gas, Oil & Grease		2,430.09	
Gas, Oil & Grease		736.00	
Explosives		1,425.00	
Drill Steel, Bits & Drilling Supplies		115.00	
Small Tools, Supplies & Misc.		750.00	
Bond (1% of Gross Revenue)		133.80	
General Overhead (4% of Gross Revenue)		535.20	
Freight and Cartage		825.00	
			9,747.00
Cost Grand Total.....			$ 16,570.26

REMARKS:

This contract was bid October 8, 1935 and was awarded November 7, 1935. Work was started November 13, and to January 18, 1936, was about 31% complete. The weather has been fair for winter work.

Solid rock excavation which constitutes the largest and most difficult part of this contract consists of a cement boulder formation and lava rock. The cuts are shallow, averaging from about two to ten feet in depth.

The cement boulder formation was dug without shooting, which put too much strain on the 1¼ cubic yard shovel, and breakdowns were frequent, production very low (about 18 cubic yards per hour) and bills were excessive. The lava rock drilled easily, and the holes were placed on about three foot centers and drilled about three feet below grade. The holes were loaded with about one pound of explosive per cubic yard of rock. The lava rock broke up in fair condition for the shovel to handle.

The shovel has made poor progress in excavating, and in 503 hours operating time has excavated only 13,600 cubic yards of material, an average of only 27 cubic yards per hour. About 190 hours, or 28% of the time, was lost due to breakdowns and repairing on the shovel.

The work on unit No. 1 (near Bend) is practically complete, and the equipment and crew have moved to Unit #5 (near Redmond). The lava formation on this section lays in shallow cuts and will be very difficult and expensive to drill and shoot.

The contractors lost money on Unit #1 and will probably do no more than break even on Unit #5.

E. H. Clymer
Cost Analyst

FORM 9-A-1 SM 1-56

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 5th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

In answer to your letter concerning the over-lap on the Boyd property, Unit #1 of the Redmond-Bend Section, I beg to advise that this was called to the attention of Mr. McCallister who stated that he would endeavor to adjust it at the first opportunity. He stated that he would not pay Boyd any unreasonable amount for the property and advised that you do nothing further in the matter of the siphons.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-C-1 53778 SM 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 4 1936
OREGON
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 36, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In the construction of Unit 1 Redmond-Bend project we had to change the location of a road approach due to the steepness of the grade and in so doing our fill went out of the right-of-way about five feet at one end and running to nothing at the other end. Mr. Boyd the property owner was approached by the resident engineer regarding the overlap and he said that no charge would be made and for us to go ahead and make the fill. We did that but when we went to get the option signed Mr. Boyd said that McCallister had promised to put in some siphons for him and unless the work was done he would revoke on his agreement to sign the option on the slope encroachment.

I saw Mr. McCallister and he says that no agreement as to the siphons was made and he refuses to have them put in. The estimated cost of the siphons are around $500.00.

As there was no irrigation on the place previous to the construction of the road nor at the present time, I am most sure that no such structures were promised however, the affair leaves me holding the sack.

I would recommend that I be given permission to negotiate with Boyd making a settlement for the land taken or else preferably have our attorney make an offer to Boyd for the land occupied by this fill slope. The description of the tract required is attached. The land

NOTED

occupied by the slope is rocky, away below our road and not suitable for cultivation. We take 0.04 of an acre which at the most would not have a value of over $10.00.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl/e
encl.

FORM S-C-1 22778 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1234-H

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 17, 1936

NOTED.
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am sending herewith a price agreement on Units No. 1 and 5 of the Redmond-Bend Section of The Dalles-California Highway.

No truck haul was provided for in the bid item and as it is necessary to haul the earth materials to be used in the finishing of Unit 1 it is necessary that we have a truck-haul price.

In writing up the special provisions for this job we originally provided for a price of "Borrow Materials in Place" the bid price of which was to include the hauling of materials up to a distance of one half mile but some one changed this item when the proposals were made up in Salem.

The price of 20 cents per yard mile may seem high compared to some of the bids we receive but I have noticed that the cost of this work, as shown by Mr. Clymer's reports on various jobs, is most always in excess of the bid prices and in as much as all of the haul will be within the half mile limit I am recommending that the price as shown be approved.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl/e
encl.

123-J.14

January 2, 1936

Parker-Schram Company,
515 Couch Building,
Portland, Oregon.

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1783 which was awarded to you on November 7, 1935, for 2.62 miles of grading, Units 1 and 5, Redmond-Bend Section of The Dalles-California Highway, in Deschutes County.

This copy is for your records and files.

Yours very truly,

Secretary

D

123 J-H

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

PORTLAND, OREGON
December 28, 1935

C. C. Slavins, Resident Engineer
Oregon State Highway Commission
Bend, Oregon

State Highway Engineer

Dear Sir:

Referring to your letter of December 5th addressed to the attention of Mr. Ed Yager, Timekeeper on the Redmond-Bend Project, Contract 1783, concerning deductions improperly made from employees on our November payroll for membership in the National Hospital Association;

Our original contract has not been returned and we do not have a copy of the special provisions mentioned, but we note the elimination that has been made from the Fourth paragraph on Page 5 thereof which ~~forbade~~ payroll deductions for hospitalization, and the practice inadvertently followed on the November payroll has since been discontinued.

Reimbursement for the November deductions will be made to employees affected thereby as promptly as possible and receipts in triplicate will be delivered to you by Mr. Yager. For those men who have left our employ and whose address is unknown, checks will be issued for the amount of such deduction and held subject to delivery at such times as their whereabouts become known.

Regretting the trouble that has been caused through this oversight, we are,

Yours very truly,

PARKER-SCHRAM COMPANY

By Schram

CAS:AC

✓ CC: R. H. Baldock
H. G. Smith
K. D. Lytle, Difision Engineer, Bend.
Ed. Yager

123-C

December 27, 1935

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for Unit No. 1, Redmond-Bend Section, F. A. Project No. 123-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 123-C

UNIT No. 1, REDMOND-BEND SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, December 5, 1935

Grading

All Required		Clearing and Grubbing		$ 169.35
10	cu. yds.	Trench Excavation	$ 2.00	20.00
4,200	cu. yds.	Common Excavation	0.26	1,092.00
12,000	cu. yds.	Solid Rock Excavation	1.05	12,600.00
50,000	yd. sta.	Overhaul	0.01	500.00
0.55	mile	Finishing Roadbed and Slopes	650.00	357.50
50	cu. yds.	Riprap	2.50	125.00
150	lin. ft.	18" Concrete Pipe	2.50	375.00
				$ 15,238.85
		Bid Bond forfeited by Low Bidder		Cr. 672.26
				$ 14,566.59

Culverts

80	cu. yds.	Excavation	$ 2.00	$ 160.00
8	cu. yds.	Excavation below plans	3.00	24.00
135	cu. yds.	Mortar Rubble Masonry	12.00	1,620.00
30	cu. yds.	Class "D" Concrete	23.00	690.00
4,400	lbs.	Metal Reinforcement	0.05	220.00
				$ 2,714.00
		Subtotal		$ 17,280.59
		10% Engr. & Cont.		1,728.05
		Total		$ 19,008.64

Length 0.554 mile
Cost per mile $ 34,311.62

Federal Aid Funds Requested- $ 11,595.27 (61%)
State Funds- 7,413.37
$ 19,008.64

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maint: Chap. 41, Laws 1927

123-G

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 7, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects 123-G and 123-H, Units 1 and 5, of the Redmond-Bend Section of The Dalles-California Highway, to Parker-Schram Co., who submitted the second low bid.

Very truly yours,

W. H. LYNCH
District Engineer

Fw

FORM S-C-1 23775 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

October 17, 1935

1231-H

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

Attached is a letter from Johnson, Hanson and Johnson, low bidders on the Grading of Units One and Five of the Redmond-Bend Section, in which letter they advise they do not intend to enter into a contract.

In company with their powderman they were over the project yesterday and made this decision. They were advised to call at your office in Salem and discuss the matter with you and that failure on their part to enter into a contract would likely mean the forfeiture of their bond. They seemed to think however, that this letter would suffice and were reluctant to discuss the matter farther.

They had two truck loads of equipment at Redmond which returned to Portland yesterday.

As far as being familiar with the job before they submitted their [illegible]s concerned, to the best of our knowledge they made a more thorough inspection than any other bidder.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

BY:
W. O. Widdows

wow/e
encl.

123-44#

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 123-C and 123-H, Units 1 and 5 of the Redmond-Bend section of The Dalles-California Highway, to Johnston, Hansen & Johnston Co. of Birkenfeld, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 123-4

September 23, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 123-G, Unit 1 of the Redmond-Bend section of The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This will be your authority to advertise for bids.

For the culvert the proposal calls for 4,400 lbs. of reinforcing steel, while the estimate is for only 1,700 lbs. We assume that the proposal is correct, and the estimate should be corrected when submitting the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

1-3-9

September 20, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for Unit No. 1, Redmond-Bend Section, Federal Aid Project No. 123-C.

Five bid proposals for the grading work and five sets of blueprint plans are being sent under separate cover.

The bid proposals for the culverts and bridges will be sent later and will reach your office by Saturday morning.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department — Federal Aid Project No. 123-C

UNIT NO. 1, BEND-BEND SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 20, 1935

Grading

All Required		Clearing and Grubbing		$ 100.00
10	cu. yds.	Trench Excavation	$ 1.50	15.00
4,200	cu. yds.	Common Excavation	0.25	1,050.00
12,000	cu. yds.	Solid Rock Excavation	1.15	13,800.00
50,000	yd. sta.	Overhaul	0.02	1,000.00
0.55	mile	Finishing Roadbed and Slopes	300.00	165.00
50	cu. yds.	Riprap	2.00	100.00
150	lin. ft.	18" Concrete Pipe	2.00	300.00
				$ 16,530.00

Culverts

80	cu. yds.	Excavation	$ 2.00	$ 160.00
8	cu. yds.	Excavation below plans	5.00	40.00
135	cu. yds.	Mortar Rubble Masonry	16.00	2,160.00
30	cu. yds.	Class "D" Concrete	22.00	660.00
1,700	lbs.	Metal Reinforcement	0.055	93.50
				$ 3,113.50

Subtotal	$ 19,643.50
10% Engr. & Cont.	1,964.35
Total	$ 21,607.85

Length 0.554 mile
Cost per mile $ 39,003.33

Federal Aid Funds Requested	$ 13,180.78	(61%)
State Funds	8,427.07	
	$ 21,607.85	

CONTRACT# [redacted] 1784

12-1102 Branson Creek-Rock Creek Section
John Day Highway
1784

RECEIVED
DEC 19 1936
FOR FILING

December 16, 1936

127102

Mr. H. C. Smith
O f f i c e

Dear Sir:

With reference to Mr. Williams' letter of December 14 regarding the request of E. Hefty for additional haul, tell him "No." Mr. Hefty refused to take our quarry, so we owe him nothing.

Very truly yours,

State Highway Engineer

RHB:HI

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 15 1936
OREGON

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 14, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Mr. E. Hefty has written to me requesting that he be allowed some additional haul on the Branson Creek-Rock Creek project by reason of using a quarry other than specified in the special provisions.

When this contract was awarded, it was awarded on the basis of a quarry to be used adjacent to the highway, but Mr. Hefty did not like the setup at this quarry and he made arrangements to purchase a quarry some half mile away. He paid $100 for this quarry and used the same during the resurfacing and oiling of the Branson Creek-Rock Creek project.

On his final estimate we paid him for the theoretic haul, or the haul that would have resulted had he used the designated quarry. This haul was 2349 yard miles less than the actual haul from the quarry he used and at his bid price of 11¢ per yard mile, the additional cost would be $258.39.

I see no reason for allowing this haul to Hefty as there was no reason for his not using the quarry designated except that a better setup was afforded at the quarry he used. The quarry that was used may have contained slightly better rock than the quarry designated, but the rock in the designated quarry was satisfactory. It appears to me, however that we should allow Hefty an amount equal to what the quarry we had designated would cost if the same had been purchased. We were to pay $45 for this quarry, but the option was not closed when Hefty decided to use another quarry, so that possibly we should pay Hefty this $45. Kindly advise in order that I may reply to Mr. Hefty's request for additional haul.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

RECEIVED
NOV 13 1936
FOR FILING

#1784

12-1102

November 18, 1936

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that State Highway Contract No. 1784 for the construction of the Branson Creek-Rock Creek Section of the John Day Highway in Grant County has been completed by the contractors, Edlefsen-Haygandt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 23, 1936.

The State has been advised of a claim by Mrs. Edith Ames in amount of $57.59, for board furnished men employed by E. C. Gerber, sub-contractor. You are advised that the State assumes no responsibility for this claim or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $59,079.70, including the final payment. Of this amount $146.39 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

12-1102

October 19, 1936

Mr. Roy Kilpatrick,
Canyon City, Oregon.

Dear Sir:

In response to your inquiry of October 16th you are advised that the address of Mr. Edwin C. Gerber, contractor, is Route #2, Oregon City, Oregon.

In regard to the work which was performed by Mr. Gerber on the John Day Highway, you are advised that Edlefsen-Weygandt Company, Portland, were the general contractors and Mr. Gerber was a sub-contractor. The contract was our No. 1784 - Branson Creek-Rock Creek Section in Grant County. This contract consisted of 11.05 miles of resurfacing and oiling. The bond furnished in connection with the contract was written by the Fidelity & Deposit Company of Maryland for whom Clarence D. Porter who has offices in the Failing Building, Portland, is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GEO. H. CATTANACH
LAWYER
CANYON CITY, OREGON

Oct. 16, 1936.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Could you inform me of the present postoffice address of Mr. E. C. Gerber who did some contracting for you on the Dayville section of the John Day highway. I represent a man who has a claim against him in connection with his highway work there and it seems he left Dayville without leaving a forwarding address.

Very truly yours,
Roy Kilpatrick

RK:BA

Ct. #2, Ank. City.

REFERRED TO
ASST. SECRETARY

#1764

12-1102

October 16, 1936

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen-Haygaudt Company and E. Hefty on Contract No. 1764 for the construction of the Branson Creek-Rock Creek Section of the John Day Highway in Grant County. This payment will be made on or after October 26, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 15, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Branson Creek-Rock Creek resurfacing and oiling project, John Day Highway in Grant County was satisfactorily completed by Edlefsen-Weygandt Company and E. Hefty on September 30. The total cost of the work as indicated by the semi-final estimate was $41,084.00 as compared with the project authorization of $46,773.00. Of this amount approximately $5,445.00 was an underrun in contract items and the balance an underrun in engineering and contingency fund.

Overrun or underrun of various items were the result of the following reasons:

There was a slight overrun in Filler, which was the result of using some filler to set up loose sections of the old road before the surfacing materials were applied. The amount of filler materials which consisted of rock screenings used in the surfacing was within the estimate.

There was an underrun in Sprinkling due to rainy weather occurring during the construction of the surfacing, which permitted the consturction of the surfacing with a minimum amount of sprinkling.

The underrun of Mineral Aggregate was due to change in specifications, principally, as single seal instead of double seal was used, ~~for which reason~~ also there was no need of using additional percentage allowed in the estimated quantities.

The overrun in #3 Road Oil was due to the use of this type of oil in sealing, which accounts for there being no emulsion or cutback asphalt used in the project.

E. B. ALDRICH
HENRY F. CABELL
COMMISSIONERS
500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. C. Smith, Construction Engineer
Subject: Semi-final estimate, Branson-Creek-Rock Creek resurfacing, oiling, John Day Highway, Grant Co.

The overrun of ½"-¼" crushed rock in stockpiles was by reason of purchasing the excess of that size materials which were left over due to the single type seal.

Wish to call your attention to the fact that the final haul quantities are based on a haul from the quarry specified in the contract. The contractor elected to use a quarry a short distance removed from the designated quarry with the understanding that haul quantities would be paid from the original quarry.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:AA

cc R. H. Baldock

Form 338—5M—5-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 10, 1936

Section Branson Creek - Rock Creek — *Kind of work* Resurfacing & Oiling

Highway John Day — *Section prefix* 18 - 1102

Contractor Edlefsen-Weygandt & E. Hefty — *Contract number* 1784

Date of contract Nov. 13, 1935 — *Date of completion* Sept. 30, 1936

Date work started May 7, 1936 — *Estimated date of completion* Sept. 30, 1936

Amount of contract . . . . . $42521.00 — *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering $39077.82

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 2007.58, ... % — *Date project was completed* Sept. 30, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final figures on this estimate were delayed pending the shaping of the screen rejection piles, which the contractor had stated he would do the early part of the week. He did not return from Portland until the end of the week however, and it was then decided to measure the piles as they were in order not to delay the estimate further. It will be completed and expressed to LaGrande not later than Monday October 12.

RECEIVED
OCT 12 1936

Signed R. E. Mallicoat

Address Dayville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		11.05		11.05	
Miles partially completed					
Miles completed		11.05		11.05	
Total estimated quantities		7000	2500	334 tons 4900 C.Y.	
Estimated quantities moved or placed to date		7198.5	2941.32	290.92 tons 3143.00 C.Y.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1784
x

12-1102

October 6, 1936

Mr. Clarence D. Porter, General Manager
Fidelity and Deposit Company of Maryland
Failing Building
Portland, Oregon

Dear Sir:

Attached hereto is a copy of a letter that I have just received from Mrs. Edith Anse, Dayville, Oregon, advising that she has a claim for board and lodging furnished to some of Mr. E. C. Gerber's men who were employed on oiling work in the vicinity of Dayville.

It is our understanding that Mr. Gerber did subcontract work for Edlefsen-Haygundt Company and E. Hafte in connection with State Highway contract No. 1782 and No. 1784. The bond in connection with both of these jobs was written by the Fidelity and Deposit Company of Maryland.

Our usual practice is to notify the bonding company of claims that are filed with this office; hence this letter.

Very truly yours,

H. S. Glaisyer
Secretary

HSG:AM
encl.
cc - Mrs. Edith Anse
Dayville, Oregon

Edlefsen-Haygundt Co. & E. Hafte

Edwin C. Gerber

October 6, 1936

Mrs. Edith Ames
Dayville, Oregon

Dear Mrs. Ames:

This acknowledges receipt of your letter of October 1 advising that you have a claim in the amount of $57.59 against contractor E. C. Gerber, same being for board and lodging furnished to three of Mr. Gerber's men who were working on a State Highway contract in the vicinity of Dayville.

A search of our records fails to reveal that Mr. Gerber has an original contract for oiling work in your vicinity; however, it is our understanding that he did subcontract work for Edlefsen-Weygandt Company and E. Hefty to whom the State Highway Commission awarded contracts No. 1782 and 1784; 1782 being for the construction of the Service Creek-Spray Section of the John Day Highway and 1784 for the construction of the Branson Creek-Rock Creek Section of the John Day Highway.

You do not advise as to which of these two jobs Mr. Gerber's men were employed on; however, in connection with each, Edlefsen-Weygandt and E. Hefty were required to furnish surety bond for the protection of claims. The bond in connection with each was written by the Fidelity and Deposit Company of Maryland for whom Clarence D. Porter is local manager with office in the Failing Building, Portland. These bonds are offered to you for the protection of your claim.

I would suggest that you present your claim to the Contractor, Edlefsen-Weygandt Company and E. Hefty, whose address is 9233 North Calvert Avenue, Portland, and also to the Fidelity and Deposit Company of Maryland and I am sure that you will secure satisfaction. If you do not, then you still have recourse to action in the courts and should file notice of this claim with the Secretary of State in accordance with provisions of Chapter 280 Laws of Oregon 1931, a mimeographed copy of which is inclosed for your information.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM
encl.

RECEIVED
OCT 2 1936

ANSWERED
I. B. G.

Dayville, Oregon
October 1, 1936

Mr. A. H. Baldock
State Highway Engineer
Salem, Oregon
Dear Sir:

When E. C. Gerber's ailing crew came here to work, he came to me and engaged board + room for about twenty of his men.

At the time they left here some of the men didn't have the money to pay all of what they owed so they gave me an order on Gerber.

Incls.

cc Mr. Baldock

H. H. BALDOCK
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1936
OREGON
STATE HIGHWAY COMMISSION

COMMISSION
ENGINEER

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

with extra
creek resurfacing
covers shaping
maintenance

I presented him with it and he told me that as soon as the men O'Ked it he would send me the money.

It has been some time now and I've never heard a word from him.

When I asked Mr. McDiarmid about it he refered me to you. What can be done about it?

The men's names and the amounts they owe me are:

Haley,	10.64	Bill Eppesly	6.90
D. Zaloniel	3.83	Bob Robertson	10.09
R Pickle	16.13	total	57.59

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 24 1936
OREGON
STATE HIGHWAY COMMISSION

COMMISSION
ENGINEER
N

IN REPLY PLEASE
REFER TO FILE NO.

NOTE L.
State Highway Engineer

with extra
reek resurfacing
overs shaping
maintenance

Incls.

cc Mr. Baldock

May I hear from you soon?

Yours truly,
(Mrs) Edith Ennis

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COMMISSION
N ENGINEER
N

RECEIVED
AUG 24 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

rewith extra
reek resurfacing
covers shaping
maintenance

Incls.

cc Mr. Baldock

FORM S-N-1 600 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

12-1102

RECEIVED
AUG 24 1936
OFFICE OF
STATE HIGHWAY COMMISSION

August 22, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

NOTED
State Highway Engineer

Attention Mr. H. C. Smith:

Dear Sir:

I am inclosing herewith extra work order on the Branson Creek-Rock Creek resurfacing and oiling project. This work order covers shaping of stock pile sites for stockpiling of maintenance materials.

Very truly yours

A. C. Williams

Division Engineer

VCW:w

Incls.

cc Mr. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JASSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 7th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. E. Mollinet
Resident Engineer
State Highway Dept.
Dayville, Oregon

Dear Sir:

This office is advised that in all probability the contractor will increase the number of shifts on the Branson Creek-Rock Creek job, contract #1784, State Project, from two to three shifts.

Past experience has shown that there is a continued shortage of labor of all classes in this locality, and in view of this fact, you are instructed to permit the contractor on this project more leniency in the matter of obtaining labor in the following manner:

First, the contractor will be able to hire anyone who is registered in a National Reemployment Office who has lived in this state six months immediately preceding placement by the contractor.

Second, if first arrangement does not obtain sufficient qualified workmen, the contractor will be allowed to hire men who have lived in this state six months immediately preceding placement by the contractor.

The above arrangement is not to be construed as releasing the contractor from any of the other provisions as contained in his contract.

Further, in the matter of payrolls, you are instructed on this job, to submit such men as the National Reemployment Service will not certify in the common and intermediate labor grades as having been obtained under 4A as authority to work; these men are to be carried on the labor payroll summary under the heading of other labor together with a notation in the lower left hand corner of the amount of man hours so worked to be carried accumulative each week.

H. B. GRAVES
E. L. TOM AGGLE
E. B. ADDRICH, BEND
HENRY E. CARELL, CANYON
COMMISSIONERS

To: R. E. Mollinet
Subject: Branson Creek-Rock Creek Job

7/7/38
Page 2

NOTED
State Highway Engineer

These conditions are to be carried to the contractor with reservation, and it is further intended that this will not affect the employees now working.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

cc to: R. H. Baldock
S. H. Probert
W. C. Williams
Ray Webber

FORM S-B-1 1M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. E. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

12-1102

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

SALEM
April 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED

State Highway Engineer

Dear Sir:

We are attaching hereto request from Edlefsen-Weygandt Company for permission to sub-contract the asphalt and oiling work on the Branson Creek-Rock Creek Section and Service Creek-Spray Section to Edwin G. Gerber, of Oregon City. Also, attaching three copies of each sub-contract one of each having been retained for our files. 12-1102 6

These sub-contracts meet the approval of this office and if they meet your approval, please so advise the contractor.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H.G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H.Baldock

H 8-A-1 8M 9-35

COMMISSIONERS
MARY F. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
ARL G. WASHBURNE, EUGENE

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
December 5, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

1-2-1162

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

This is to advise that the Commission approved the expenditure of approximately $3,905.00 for widening the narrow sections between Mile Post 112.65 and 123.65 on the Branson Creek-Rock Creek Section of the John Day Highway. The approved State Force Work Order will be sent out in the next few days.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock

12-1102

December 2, 1935

Mr. H. W. Smith,

Building.

Dear Sir:

The State Highway Commission, at its meeting held on November 30, approved an expenditure of approximately $3,905.00 for the state force work in widening narrow sections of the Branson Creek-Rock Creek Section of the John Day Highway in Grant County.

I have given the force order to Mr. Baldock to sign.

Yours very truly,

Secretary

HBG:D

...SHAWDOWNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER

LA GRANDE, OREGON
November 27, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing for your consideration a request for state force work on the Branson Creek-Rock Creek project in the amount of $3905. This $3905 is to cover the widening of narrow sections of roadway on the 11 miles of the project.

At the time the plans were prepared for the resurfacing and oiling, it was my intention to widen sections which were less than 20 feet in width under minor betterment order. It did not appear practical to include this widening in the contract as it would have resulted in very high unit price due to the very small amount of grading involved in widening and the engineering necessary in preparing plans, etc., would have been considerable.

I am now advised by Mr. Bishop that owing to the curtailment of minor betterment work, it will be impossible to include this in the 1936 minor betterment budget and that if the work is to be performed, it must be done as a construction order covered with a state force work order on contract project.

Most of the section that we are oiling is 20 feet or more in width, but there are several sections less than 20 feet and although it is possible to construct thereon, an 18 foot oiled surface would lack latteral support for the shoulders and cause trouble in the future. I therefore consider it very necessary that these narrow sections be widened and the most economical way to perform the same is by state forces using power shovel and hauling trucks.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA - enc.
cc R. H. Baldock

FORWARD ON 6-55
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

12-110

OREGON STATE HIGHWAY COMMISSION

SALEM

November 15, 1955

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. C. Williams
Division Engineer
LaGrande, Oregon

Dear Sir:

The two small parcels of land on either side of the bridge immediately east of Dayville have now been secured by the right of way department. All property has now been secured on that project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM S-A-1 3M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

12-110

November 13, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
LaGrande, Oregon

Dear Sir:

I am advised by the right of way department that all rights of way and incidental property has now been secured on the Branson Creek-Rock Creek Section, so that the contract will be awarded in the very near future.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTICE

CONTRACT # 1785

WPGS 255-A Buckley Rd. O.W.R. & N. Co. 1935
Underpass, Grad. & Paving
1785 on 122nd Ave.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 8 - 1938
OREGON
STATE HIGHWAY COMMISSION
PORTLAND, OREGON

February 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher submitted for Oregon WPGS 255-A, 122nd Avenue Undercrossing, we note that we have not received copies of the form Emp. 32 covering the work done by the Western Union Telegraph Company and the Union Pacific Railway Company.

The final voucher cannot be forwarded for payment until these reports have been received.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-E-1 SM 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

RECEIVED
JAN 23 1937
FOR FILING
2-55-a

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 21, 1937.

Mr. Geo. W. Buck
County Roadmaster
Multnomah County
Portland, Oregon.

Dear Sir:

The 122nd Avenue grade separation project was completed on September 11, 1936. Following the completion of this work, your organization constructed stairways leading from the top of the cutbank down to the roadway grade. The mail boxes serving property along this section had been left at the top of the cutbank, and the Superintendent of Mails requested that the mail boxes be moved to the roadway elevation. This was done by the contractor on October 17, or more than a month after he had completed all other work on the contract.

Since this job had already been reported complete to the Bureau of Public Roads, we can not now put the cost of moving these mail boxes through as an estimate against the job, and since these are county projects, we can not pay them from state funds.

The charge of $11.45 for the work is a legitimate charge and one due the contractor, and since we can not handle this directly under the contract, I am sending it to you with the recommendation that payment be made by the county direct to the Edlefsen-Weygandt Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock
J. T. Skelton, Res. Engr.
Enclosure

RECEIVED
DEC 19 1936
FILES

275

#1785

X

December 12, 1936

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1785 for the construction of the Undercrossing of the O. W. R. R. & N. Company Tracks in Multnomah County on 122nd Avenue (Buckley Road) has been completed by the Contractor, Edlefsen-Weygandt Company, and that final settlement will be made by the State with said contractor for work done under this contract, on or after December 22, 1936.

The state is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $68,257.22, including the final payment. Of this amount $228.76 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

Form 838—5M—5-36

255

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 21st. 1936, 193...

Section Underpass OWRR & N Co.

Highway 122nd. Ave. (Buckley Ave.)

Contractor Edlefsen Weygandt Co.

Date of contract Nov. 18th. 1935, 193...

Date work started Dec 17th. 1935, 193...

Amount of contract . . . . . $ 64,849.50

Estimated cost of completed project, exclusive of engineering . . . . . $ 64,849.50

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 2100.00, ... %

Kind of work Grading, Paving, Structure

Section prefix 226-1013; WPGS 255

Contract number 1785

Date of completion Aug. 31st. 1936, 193...

Estimated date of completion Sept. 30 1936, 193...

Per cent of time elapsed 106 %

Date project was completed Sept. 11th. 1936, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is complete.

The semi final estimate completed to day.

The plan and profile will be submitted to the Division Office Monday for checking and then the records delivered to Mr. Joe Skelton, Resident Bridge Engineer.

This is the final weekly report on this project.

Signed A. B. Dean.

Address 425 SE 81st. Ave. Portland, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

#1785

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants ....., Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1785

255

Rte. #7 Bx. #1209.
Portland, Oregon.
Sept. 22, 1936.

Mr. L. J. Caufield,
Highway Engineer,
U.S. Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

In confirmation of our telephone conversation of this date, The 122nd Ave. (Buckley Road) U.S. Works Program Grade Separation Project WPGS 255 - State Highway Contract 1785 - was completed on Sept. 11, 1936 subject to confirmation of the Division Engineer, Mr. E. A. Collier. The fourteen men employed being laid off on that date.

Yours very truly,

J. T. Skelton

J.T. Skelton, Res.Br.Engr.

c.c. Bridge Dept.
Mr. E.A. Collier
Mr. A.B. Dean

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In connection with the construction of a cable guard fence on the 122nd Avenue (Buckley Road) Undercrossing Section, Project No. WPSO 255-A under Price Agreement No. 2, we are sending, under separate cover, five blueprint copies of the drawing for standard cable guard fence with timber posts.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Ass't Office Engineer

JWN:ER

FORM S-S-1 2M 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

255-a

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 5, 1936.

Mr. Geo. W. Bunk
County Roadmaster
Portland, Oregon.

INITIAL
State Highway Engineer

Dear Sir:

I have discussed with you previously the matter of placing guard fence along the top of the cut banks on the 122nd Avenue Grade separation project in Multnomah County at the locations where the side roads are close to the top of this cut bank.

We have today approved a price agreement in the amount of $1,536.00 covering the installation of 1,920 lineal of guard fence necessary to adequately protect these side roads.

We are of the opinion that the addition of this amount of money will not over-run the contingency allowances on the project and that full recovery from the government may be had for the work. However, in case full recovery is not obtained through the federal government it will be necessary that the state be reimbursed by the county for such portion as is not recovered under the terms of the agreement between the state and county covering this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc R. H. Baldock
J. T. Skelton

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPGS 255-A

POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1936

Mr.R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

FR-A4pr-1243

Form P. R. 2

State Oregon

U.S.Wks.Prog.Grade Crossing Project No. WPGS 256-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of March, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 14th day of October, 1935, a project statement, which was approved by the Secretary on the 24th day of October, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 23rd day of October, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-five thousand, nine hundred sixty-six and 45/100

dollars ($ 65,966.45) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized) (Public Res. No. 11, 74th Congress).

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Underpass and approaches thereto
Between survey station 27+00 on the east line of Sec. 22, T. 1 N., R. 2 E., W.M., and survey station 53+00 on the east line of Sec. 27, T. 1 N., R. 2 E., W.M.,

, length 0.492 of a mile, in Multnomah County, being Section A of Oregon U.S.Hwy.Prog.Grade Crossing project No. UPGS 255, consisting of 0.492 of a miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of 0.5 mile in length~~ locally as the Buckley Road (122nd Avenue in Portland, Oregon).

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-five thousand, nine hundred sixty-six and 45/100 dollars ($ 65,966.45), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ~~dollars ($ is xxx~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance will be by the County of Multnomah, pursuant to its agreement of November 30, 1936 with the State Highway Department.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—4818

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E. B. Medbrook

Member, State Highway Commission
(Title of officer)

By F. L. Dan Velle

Member, State Highway Commission.
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

SECRETARY OF AGRICULTURE,

By R. D. Boykin

Acting Chief, Bureau of Public Roads.

8—5513

Form P.R. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Hwy.Prog.Cr.Crossing, Project No. WPGS 255-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 65,966.45 as the total estimated cost of said project, and the sum of $ 65,966.45 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. Y. Stuyvesant
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 S 4629

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

Jan. 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of Jan. 23 inclosing the project agreement estimate for Oregon Works Program Grade Crossing Project WPGS 255-A, the 122nd Ave. (Buckley Road) Undercrossing of the O.W.R. & N. Co. in Multnomah County, we have not yet received copies of the agreement between the State and the railroad company.

We would appreciate your forwarding three copies of this agreement at your earliest convenience.

Very truly yours,

W. H. Lynch
District Engineer

Fm

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 31 1936
OREGON
STATE HIGHWAY C

January 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on January 27, 1936, approved the project statement for Oregon U. S. Works Program Project No. WPS 255, revised, involving the improvement of 3.69 miles of 122nd Avenue, between a connection with S.E. Foster Road and a point approximately one-half of a mile south of the connection with the Columbia River Highway in Multnomah County.

Approval is made subject to the condition that the railroad grade crossings within the limits of the project be eliminated, or that they be protected by safety devices adequate for the protection of grade crossings of their respective classes.

Very truly yours,

W. H. LYNCH
District Engineer

For

January 23, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the 122nd Avenue (Buckley Road) Undercrossing, Project No. WPGS 255.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPUS 295

122nd AVENUE (ERROLLIN ROAD) UNDERCROSSING

OF Co. Rs. Rs. 2 Rs. 22. TRACKS IN MULTNOMAH COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, January 2, 1936

Roadwork

All Required		Clearing and Grubbing		$ 100.00
56,000	cu. yds.	Excavation, Single Classification	$0.22	12,320.00
2,000	yd. sta.	Overhaul	0.03	60.00
31,000	cu. yds.	Disposal of Excess Materials	0.19	5,890.00
0.49	mile	Finishing Roadbed and Slopes	200.00	98.00
3,800	lin. ft.	Rounding Cutbanks	0.10	380.00
130	lin. ft.	8" Sewer Pipe	0.35	45.50
800	lin. ft.	12" Sewer Pipe	1.00	800.00
800	lin. ft.	15" Sewer Pipe	1.50	1,200.00
500	lin. ft.	18" Sewer Pipe	2.10	1,050.00
6	only	Concrete Catch Basins	30.00	180.00
5,600	lin. ft.	Concrete Curb	0.40	2,240.00
5,800	sq. yds.	Portland Cement Concrete Pavement	1.64	9,512.00
600	lin. ft.	Expansion Joint Material in Paving	0.15	90.00
3,000	lin. ft.	Contraction Joints	0.03	90.00
3,000	only	Dowels	0.12	360.00
2,500	lbs.	Tie Bars and Reinforcement in Pavement	0.045	112.50
200	cu. yds.	Sand Cushion	1.00	200.00
1,600	cu. yds.	4" - 0" Materials in Subbase and Surfacing	1.25	2,000.00
600	cu. yds.	1½" - 0" Materials in Rock Base and Surfacing	2.00	1,200.00
200	cu. yds.	Filler	0.40	80.00
200	yd. mls.	Hauling Filler	0.12	24.00
280	cu. yds.	Mineral Aggregate in Place	3.75	1,050.00
5	tons	Emulsified or Cutback Asphalt in Seal Coat	45.00	225.00
18	tons	Tar in Place	45.00	810.00
			Subtotal	$ 40,117.00
			10% Engr. & Cont.	4,011.70
			Total	$ 44,128.70

Overcrossing Structure

1,000	cu. yds.	Excavation, Single Classification	$ 0.22	$ 220.00
550	cu. yds.	Class "A" Concrete	16.45	9,047.50
48,000	lbs.	Metal Reinforcement	0.045	2,160.00
46,000	lbs.	Structural Steel	0.0525	2,415.00
All Required		Place and Remove Shoofly		1,600.00
All Required		Remove Main Line Track		500.00
400	cu. yds.	Gravel Ballast on Shoofly	2.25	900.00
60	cu. yds.	Stone Ballast	3.50	210.00
				$ 17,052.50

Work to be performed by C. M. St. P. & P. R.R. Co.

All Required	Shift and Reshift Main Track and Side Track and Move Telegraph Lines		2,800.00
		Subtotal, Structure	$ 19,852.50
		12% Engr. & Cont.	1,985.25
		Total	$ 21,837.75

Length of Roadwork	8.492 mile
" " Structure	0.000 "
Total Length	8.492 "
Cost per mile, Roadwork	$ 89,692.47

WPA Funds Requested:

Roadwork -	$ 44,128.70
Structure -	21,837.75
Total - - - - - -	$ 65,966.45

ESTIMATE OF LABOR AND MATERIALS

	Roadwork	Structure
Estimated Labor Required	25,000 man-hours	7,000 man-hours
Cost of Labor	$ 17,500	$ 5,900
Cost of Materials	$ 10,000	$ 7,000

Funds for Maintenance: See Agreement executed by County November 27, 1935 and by Highway Commission November 30, 1935.

253

January 13, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of revised project statement for Project No. WPS 255. The original project covered only the 122nd Avenue Overcrossing of the O. W. R. & N. Co. Tracks, but it appears desirable to extend the project to include all proposed work between the Columbia River Highway and Foster Road.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

PORTLAND

S.E. DIVISION ST.

S.E. POWELL ST. NO.

MT. HOOD HWY.
(FED. ROUTE NO. 30)

S.E. Division
3E

STATE Oregon

PROJECT NO. SPS 295 (Revised)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) January 13, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Columbia River Highway, Foster Road Section, 122nd Ave.

2. Between control points of official description: Point on line between S.E. ¼, Sec. 22 and S. W. ¼, Sec. 23, T. 1 S., R. 2 E. and a point in S. W. ¼, Sec. 14, T. 1 S., R. 2 E.

3. Between intermediate control points if used: _____ and _____

County of Multnomah

4. Length in miles (gross) 3.69 (net) 3.69

5. Preliminary estimate of cost: Total, $ 101,600; section of road to be first improved, $ 57,500, of which $_____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: _____ (Amount.)

_____ (Source; refer to statute.)

(b) County _____ (Amount.) (Source; refer to statute.)

_____

8—3073

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 17, Laws 1917; Chap. 31, Laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: _____

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: _____

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: _____

11. Additional remarks: _____

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By _____

As Chairman
(Title of officer.)

By _____

As Commissioner
(Title of officer.)

By _____

As Commissioner
(Title of officer.)

8—8073

255

JANUARY 3, 1936

Edlefsen-Weygandt Co.,
9233 N. Calvert Avenue,
Portland, Oregon.

Gentlemen:

We are sending to you today by express a fully executed copy of State Highway contract No. 1785 awarded to you on November 18, 1936, for the construction of an underpass with 26' roadway under the O. W. R. & N. Company's tracks on 122nd Avenue (Buckley Road) east of Portland in Multnomah County, and the grading and paving of the approaches thereto.

This copy is for your records and files.

Yours very truly,

Secretary

D

FORM 2-K-1 1500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

255-C

OREGON STATE HIGHWAY COMMISSION

SALEM

December 24, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Herewith we hand you for execution by the State Highway Commission three copies of proposed agreement between Oregon-Washington Railroad & Navigation Company, State of Oregon, and Multnomah County covering highway undercrossing on Northeast 122nd Avenue (Buckley Road) in Multnomah County.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza

J. W. DeSOUZA
Assistant Attorney

for letter returning agreement to DeSouza. See file 254

Enclosures
JWD:AW

REFERRED TO

Mr. Devers
State Highway Engineer

Are we in difficulty by having awarded this before the hearing

255 NOTED

No.

JMD

HEARING DATE SET ON GRADE CROSSING

Salem, Ore., Dec. 14.—The public utilities commission today set Dec. 26 as the date for a hearing on the application of Multnomah county to eliminate a grade crossing of the tracks of the Portland Traction Co. at Buckley avenue. Contract for a new undercrossing at this point has already been let by the highway commission for $74,400.

The highway department today filed with the utilities commission an application covering the construction of an undercrossing of the Oregon Electric tracks with the Aurora-Beaverton highway near Metzger. Cost of the proposed improvement was estimated at $28,000, to be financed by the federal government.

NOTED

Daily Journal of Commerce

December 16, 1935

Dec, 6, 1935

H. B. G.

Standard
10-31-2,500

Devers wrote Murry about this matter yesterday. The letters apparently crossed. His office wanted this letter but am returning it herewith. Devers was not in so if you want to know anything further about them you can call him.

255

J. MCF.

TEM

COMPANY

PORTLAND, OREGON
December 5,1935

NOTED
State Highway Engineer

State Highway Engineer,
Salem, Oregon

Dear Sir:

Referring to my letter November 15th submitting draft of triparty assument agreement to cover construction of proposed underpass at N.E.142nd Ave., east of Portland:

Since the contract has been awarded for the construction of this project and work will probably be started within the next few days, will you please do what you can to expedite execution of this agreement, particularly since my principals are urging me to forward as soon as possible.

It is my understanding that Mr.Devers has in mind some revisions that should be made in the draft and I am sure that Mr. Betz will be glad to discuss this matter at any time.

Yours truly,

J. MURRAY

cc Mr.J.V.Devers
Mr.F.J.Betz

SHIP AND TRAVEL BY RAIL

FORM 3010 Standard 10-31-2,500

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

S. MURRAY,
CHIEF ENGINEER

PORTLAND, OREGON
December 5,1935

Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Referring to my letter November 15th submitting draft of tri-party easement agreement to cover construction of proposed underpass at N.E.122nd Ave., east of Portland:

Since the contract has been awarded for the construction of this project and work will probably be started within the next few days, will you please do what you can to expedite execution of this agreement, particularly since my principals are urging me to forward as rock as possible.

It is my understanding that Mr.Bowers has in mind some provisions that should be made in the draft and I am sure that Mr. Betz will be glad to discuss this matter at any time.

Yours truly,

S MURRAY

cc Mr.J.M.Bowers
Mr.F.J.Betz

SHIP AND TRAVEL BY RAIL

FORM S-4-1 ON 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 2, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mrs. A. A. Kirkwood
Locating Engineer
1438 S. W. Montgomery St.
Portland, Oregon

Dear Sir:

It has come to my attention that the plans for East Lloyd Street and East 16th Street made no mention of any water mains and that several mains have been encountered which will cost several thousand dollars to relime.

It is very important on all city work that all underground pipes by carefully investigated, and no survey in the vicinity of municipal areas should be submitted until all available records have been checked for underground distribution lines.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. E. Chandler

NOTED

FORM S-A-1 6M 9-40

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 22, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers
Attorney
O f f i c e

NOTED

State Highway Engineer

Dear Sir:

I have noted Mr. Paxson's comments on the agreement by the Oregon-Washington Railroad & Navigation Co. and the State of Oregon for the construction of the 122nd Ave. underpass.

It seems that the matter has been fully covered with Mr. Paxson's suggestions, and if the agreement is so corrected it would meet with my approval.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-2-1 22574 1500 6-35

COMMISSIONER

CONFIRMATION

PUBLIC ROADS

8010-30 Oregon

Portland, Oregon Nov.18, 1935

FAST WIRE

R. H. Baldock
State Highway Engineer
Salem, Oregon

RE WIRE TODAY RE WPOS TWO FIFTY FIVE BUCKLEY ROAD (STOP) WE HEREBY CONCUR IN AWARD OF CONTRACT AS OF THIS DATE TO EDLEFSEN WEYGANDT COMPANY THE LOW BIDDERS IN THE AMOUNT OF SIXTY FOUR THOUSAND EIGHT HUNDRED FORTY NINE DOLLARS FIFTY CENTS USING TAR

Lynch

Paid govt. rate

FORM S-E-1 22574 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 13, 1935.

Edlefsen-Weygandt Company
9233 North Calvert Avenue
Portland, Oregon.

Gentlemen:

The award of the contract for the construction of the 122nd Avenue Underpass was referred to the Engineer with authority to award. Specifications for this job require the placing of 12,000 cubic yards of material from the excavation in the embankment at 102nd Avenue, and 10,000 cubic yards in the embankment for the Halsey Street line change. Contracts for these two projects will probably be advertised early in January, and until award of these contracts is made, it will not be possible to place the above embankments. It will therefore be necessary for the contractor on the 122nd Avenue job to arrange his excavation work so that embankments on the 102nd Avenue and on the Halsey Street projects are made from the last part of the excavation work at 122nd Avenue. Since it will undoubtedly be necessary to do a portion of the excavation at 122nd Avenue before the structure proper is built, and to complete the excavation after the structure is built, we do not feel that this would entail any serious inconvenience to the contractor.

Before award of the contract, we would ask that you agree to the above schedule of excavation. Please advise if this arrangement is satisfactory.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. S. Paxson
Acting Bridge Engineer

cc Mr. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

October 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program project WPGS 255, the 122nd Avenue (Buckley Road) undercrossing of the O.W.R.& N. Co.'s tracks, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Revised plan sheet showing correct location of the shoofly track should be submitted as early as possible. Also revised special provision sheets covering the inclusion of the cost of the sheet piling with a bid item should be submitted.

An explanation of the 28,000 yd. mi. truck haul shown in the estimate and bid sheet should be made as there is some question as to whether this item should be included in this project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

October 22, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the 122nd Avenue (Buckley Road) Undercrossing Section, Project No. WPGS 255.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. F. Probert
Office Engineer

Dict. by J. W. Rock/MK

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 255

122ND AVENUE (FOSTER ROAD) UNDERCROSSING

OF S. P. & S. & N. P. CO. TRACKS IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 22, 1935

Roadwork

All Required		Clearing and Grubbing		$ 200.00
56,000	cu. yds.	Excavation, Single Classification	$ 0.30	16,800.00
2,000	yd. sta.	Overhaul	0.03	60.00
28,000	yd. mi.	Truck Haul	0.15	4,200.00
31,000	cu. yds.	Disposal of Excess Materials	0.30	9,300.00
0.49	mile	Finishing Roadbed and Slopes	200.00	98.00
3,800	lin. ft.	Rounding Cutbanks	0.10	380.00
130	lin. ft.	8" Sewer Pipe	0.50	65.00
800	lin. ft.	12" Sewer Pipe	0.80	640.00
800	lin. ft.	15" Sewer Pipe	1.20	960.00
500	lin. ft.	18" Sewer Pipe	2.00	1,000.00
6	only	Concrete Catch Basins	25.00	150.00
5,600	lin. ft.	Concrete Curb	0.60	3,360.00
5,800	sq. yds.	Portland Cement Concrete Pavement	2.00	11,600.00
600	lin. ft.	Expansion Joint Material in Paving	0.20	120.00
3,000	lin. ft.	Contraction Joints	0.05	150.00
3,000	only	Dowels	0.20	600.00
2,500	lbs.	Tie Bars and Reinforcement in Pavement	0.06	150.00
200	cu. yds.	Sand Cushion	1.00	200.00
1,600	cu. yds.	4" - 0" Materials in Subbase and Surfacing	1.50	2,400.00
600	cu. yds.	1½" - 0" Materials in Rock Base and Surfacing	1.50	900.00
200	cu. yds.	Filler	0.50	100.00
200	yd. mi.	Hauling Filler	0.20	40.00
280	cu. yds.	Mineral Aggregate in Place	3.00	840.00
5	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	150.00
16	tons	No. 3 Road Oil in Place	30.00	(Alternate)
18	tons	Tar in Place	25.00	450.00
		Subtotal		$ 54,913.00
		10% Engr. & Cont.		5,491.30
		Total		$ 60,404.30

Overcrossing Structure

1,000 cu. yds.	Excavation, Single Classification	$ 0.30	$ 300.00
550 cu. yds.	Class "A" Concrete	20.00	11,000.00
48,000 lbs.	Metal Reinforcement	0.05	2,400.00
46,000 lbs.	Structural Steel	0.065	2,990.00
All Required	Place and Remove Shoofly		500.00
All Required	Remove Main Line Track		100.00
400 cu. yds.	Gravel Ballast on Shoofly	1.50	600.00
60 cu. yds.	Stone Ballast	2.00	120.00
			$ 18,010.00

Work to be performed by So. Pa. Pa. & No. Ry. Co.

All Required	Shift and Reshift Main Track and Side Track and Move Telegraph Lines	$ 2,800.00
	Subtotal, Structure	$ 20,810.00
	10% Engr. & Cont.	2,081.00
		$ 22,891.00

Length of Roadwork 0.492 mile
" " Structure .000 "
Total Length 0.492 "

Cost per mile, Roadwork $ 122,772.96

WPOS Funds Requested:

Roadwork	$ 60,404.30
Structure	22,891.00
Total	$ 83,295.30

ESTIMATE OF LABOR AND MATERIALS

	Roadwork	Structure
Estimated Labor Required	25,000 man-hours	7,000 man-hours
Cost of Labor	$ 17,500	$ 5,900
Cost of Materials	$ 10,000	$ 7,000

ESTIMATE OF COST OF LABOR AND MATERIALS

TO BE FURNISHED BY O. R. R. & N. CO.

Materials- - - -

FORM S-B-1 23480 500 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

SALEM

October 22, 1935.

IN REPLY PLEASE REFER TO FILE NO.
26-5

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. N. Hackett.

Dear Sir:

There are attached hereto four copies each of the following descriptions for right of way to be acquired by Multnomah County for the proposed grade separation project on 122nd Avenue in East Portland:

Fred L. Gifford, Jr.
O. R. and Christine Torpahl
John Stoller
U. S. National Bank of Portland
Ola J. Sharp Heirs
Mr. Erdman
Agnes Graves et al
Henry and Rose Grassel
H. N. Lange
Daisy L. Schafer

These have all been returned by the Multnomah County roadmaster, as corrections had to be made in the descriptions for Fred L. Gifford, Jr., John Stoller and Agnes Graves et al. When the three descriptions on which changes were made have been checked and typed, please send three copies each of all of the descriptions and three prints of the map to Mr. Buck, County Roadmaster, Multnomah County, with copies of your letter and descriptions to this office. The tracing of the map is included herewith.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

cc R. H. Baldock
A. D. Kneass

1
25'

October 21, 1935.

Mr. J. M. Devers

The following is the division of work between the state and the railroad companies for the 122nd Avenue and for the 162nd Avenue grade separations east of Portland.

The state will do all roadway excavation, build the structures complete, and do all roadway and private driveway surfacing made necessary by the project.

The state will also grade and lay the sheofly track, remove and replace that portion of the main line across the structures.

The state will furnish and place ballast on both the sheofly track and the main line.

The railroad company will furnish to the state at reasonable prices, all material such as ties, rails, spikes and miscellaneous fittings for the sheofly track and for the revision to the main line. At the completion of the job they will take back all material used in temporary construction, and will credit to the state the appraised value of the material returned.

The railroad company will shift over a portion of the main line at each end of the structures, and make a connection to the sheofly track, furnishing the necessary material, and at the end of the job take such material as does not enter into the permanent construction, under the same conditions as outlined for the sheofly material.

The railroad company will furnish the necessary flagmen, and will make all revisions to the signal system and telegraph lines, and will furnish such inspection as is necessary to safeguard their interests.

Mr. J. M. Devers, #2

The railroad company is also to be reimbursed for such engineering services as have been rendered in connection with these structures.

The above work to be performed by the railroad company is covered as proper for reimbursement under Memorandum No. 5.

G. S. Paxson

cc R. H. Baldock
H. G. Smith
S. H. Probert

October 18, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed five copies of project statement for the Dunkley Road Overcrossing to which has been assigned Project No. HPGS 255.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Mtd. by J. H. Bosh/ER

Encl.

STATE Oregon

PROJECT NO. HPGS 835
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) October 14, 1935

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Buckley Road

2. Between control points of official description: - and -

3. Between intermediate control points if used: Undercrossing O. W. R. & N. Co. at Buckley and Road near City of Portland

County of Multnomah

4. Length in miles (gross) 0.5 (net) 0.5

5. Preliminary estimate of cost: Total, $108,000; section of road to be first improved, $108,000, of which $30,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: _____ (Amount.)

_____ (Source; refer to statute.)

(*b*) County _____ (Amount.) (Source; refer to statute.)

_____

8—5072

PROJECT NO.
STATE

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)
sources: Chap. 173, Laws 1917; Chap. 31, Laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department.)

By

As Chairman

(Title of officer.)

By

As Commissioner

(Title of officer.)

By

As Commissioner

(Title of officer.)

BUCKLEY ROAD
L A N D

FORM 3010 WPC 5.255 Standard 10-31-2,500

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

S. MURRAY,
CHIEF ENGINEER

PORTLAND, OREGON
October 16,1935

RECEIVED
OCT 18 1935
STATE HIGHWAY DEPT.

Mr.G.S.Paxson,
Acting Bridge Engineer,
State Highway Department,
Salem,Oregon

Dear Sir:

In accordance with your verbal request and also as result of conversation with Mr.Reeves, I attach hereto detailed estimate of the work to be performed by the Railroad Company and Telegraph Company at N.E.122nd Ave. (Buckley Ave) M.P. 8.04 on our passenger main line. This is at our Railroad Station 439 plus 56.9.

According to this statement the total net amount chargeable to the State is $2813.78.

Yours truly,

S MURRAY

Portland, Oregon
October 15, 1935

Burdon

RECEIVED
OCT 18 1935

N.E. 122nd Avenue, Portland, Oregon

Estimated cost of labor and material to be furnished by the Railroad Company and Telegraph Company

Material to be charged and credited State for construction of shoofly on south side of main line - length 850 feet - including 160 feet to be shifted

				Salvage	
Rail 90# SH	17.8 G.T.	@ 31.00	$551.80	100%	$551.80
Joints 90# SH	33.75 Cwt	@ 2.50	84.38	100%	84.38
Angle bars 90# SH	2,54 Cwt	@ 2,25	5.72	100%	5.72
Bolts 90# new	2.75 Cwt	@ 4.20	11.55	.20%	.55
Nut locks new	.180 M	@ 33.00	5.94	.20%	.05
Track spikes new	15.75 Cwt	@ 2.65	41.74	.20%	3.15
Tie plates 90# SH	62.6 Cwt	@ 1.75	109.55	100%	109.55
Track ties, new, untreated	330 ea	.50	165.00	75%	123.75
Switch ties do	3.34 MBM	@ 13.50	45.09	75%	33.82
Rail anchors 90# SH	140 ea	.14	19.60	100%	19.60
# Sw stand & con rod new	1 ea	20.50	20.50	75%	15.38
# Sw lamp new	1 ea	10.00	10.00	75%	7.50
# Switch 16½', 90# new	1 ea	175.00	175.00	75%	131.25
# Frog #10, 90# new	1 ea	130.00	130.00	75%	97.50
# Guard rail, 90# new	1 pr	60.00	60.00	75%	45.00
Insulated joints, 90# new	4 ea	13.50	54.00	75%	40.50
Contingencies 5%			74.49		63.48
		Total	$1,564.36		$1,332.98
# SH if available		Net cost	231.38		

Estimated cost of work to be done by Railroad Company and Telegraph Company at State's Expense

Unload, lay, remove and load turnout 1 ea @ 150.00	150.00	
Shift and reshift main track and side track 320 lin ft Lump	250.00	
Move and restore auto signal line, lump	303.00	93.00
Move and restore telegraph line, lump	550.00	50.00
Move and restore right of way fence, lump	15.00	
Restore main track within limits of underpass, 120 lin ft @ .80	96.00	
Rental of equipment, remove old crossing, cattle guards and signs, freight @ 7 mills and cont. lump	150.00	
Use of tools, store and other expense	111.40	
Railroad inspector, 2 mos. @ 250.00	500.00	
Cost detailed plans (sub to May 16, 1935)	500.00	
Flagmen	100.00	
Total except plans and flagmen	2,725.40	143.00

(N.E.122nd Ave)

Estimated cost of work to be performed by Railroad Company
at Railroad Company Expense

Replace track spikes on structure	2.36	Cwt @	2.65	$ 6.25
Replace track ties on structure	20	ea	1.00	20.00
Replace track bolts on structure	.5	Cwt	4.20	2.10
Replace nutlocks on structure	.03	M	33.00	.99
Use on structure present rails, joints, tie plates and rail anchors				-
Install Union Pacific shields	2	ea	10.00	20.00
Contingencies				4.93
Total cost				54.27

List of items of work to be performed by the State at
State's Expense

Lay ballast and surface shoofly track and unload, remove and reload track material- 590 lin.ft.
Furnish gravel ballast for shoofly- 385 cu yd
Grade roadbed for shoofly- 850 lin ft
Remove main line track material within limits of underpass- 120 lin ft
Furnish ballast for main line track within limits of underpass- 60 cu yds
Construct underpass, including approaches, sidewalks, excavation and paving complete.
Furnish all necessary engineering, except railroad inspector and preparation of detailed plans.

850 - 160 + 100 = 590

Summary of cost to State of labor and material to be furnished
by Railroad and Telegraph Companies

	Cost	Salvage
Shoofly track material	$1,564.36	$1,332.98
Labor, other material and costs	2,725.40	143.00
Total	$4,289.76	$1,475.98
Total net cost	$2,813.78	

Right of way and property damage to be borne by County.

AMERICAN RAILWAY ENGINEERING ASSOCIATION - MANUAL

1 9 2 9

SPECIFICATIONS FOR STONE BALLAST
GENERAL

1. Stone for use in the manufacture of ballast shall break into angular fragments which range with fair uniformity between the maximum and minimum size specified herein; it shall test high in weight, toughness, wear and soundness, but low in cementing qualities.

TESTS

Tests shall be made as follows:

Weight

2. Not less than one-half cubic foot of solid stone accurately measured and dried for not less than twelve hours in dry air at a temperature of between 125 and 140 deg. Fahr. shall be weighed. The weight shall be not less than .. lb. per cubic foot.

Toughness

3. A piece of solid rock from which a cylinderical core perpendicular of the bedding plane of the rock, 0.98 in. by 0.98 in. (25 mm. by 25 mm.), can be cut with a diamond core drill, and the ends ground plane shall, after drying be held on an anvil, weighing not less than 110.23 lb. (50 kg.) in the Page impact machine, like a miniature pile driver, under a plunger with sphere shaped striking surface of 0.39 in. (1 c.m.) radius, which is struck by a hammer when released weighing 4.4 lb. (2 kg.). The test begins with a 0.39 in. (1 c.m.) fall of the hammer for the first blow, and continues with an increased fall of 1 c.m. for each succeeding blow until the test piece fails, the number of blows and height being the same and representing the toughness of the rock. Rock that shows a toughness of less than ..... shall be rejected. (A.S.T.M., D. 3-18)

Soundness

4. Ten small pieces (total weight about 1000 grams 2 lb.) of the rock shall be immersed in a saturated solution at 70 deg.

Fahr. of sodium sulphate (Na_2SO_4) for 20 hours, after which they shall be placed for four hours in a drying oven maintained at 100 deg. C. The treatment shall be repeated five times. Rock which exhibits checking, cracking or disintegration shall be rejected.

Wear

5. Eleven pounds (five kg.) of freshly broken fragments of stone as nearly alike as possible, shall, after thorough drying, be placed in hollow iron abrasion cylinders, 7-7/8 inch (20 c.m), in diameter and 12.4 in. (34 c.m.) in depth, which are revolved at the rate of 30 revolutions per minute for 10,000 revolutions for each test, after which the pieces shall be thoroughly washed, dried and weighed and the percentage of dust or detritus by weight that will passthrough a screen with 1/16 in. (1.6 c.m.) mesh shall be considered the percentage of wear. Rock that has a greater percentage of wear than ..... for trap rock, and ..... for limestone, shall be rejected. (A.S.T.M., D. 2-08.)

Cementing Quality

6. One and one-tenth lb. (one-half kg.) of stone which can be crushed to pea size, shall be placed (dry) in a ball mill which contains two steel shot weighing 20 lb. (9.07 kg.) each, given 5000 revolutions at the rate of thirty (30) revolutions per minute, and the dough resulting from a mixture of the dust screened through a 100 mesh sieve, and water, placed in an air-tight vessel for three (3) hours, and then rekneaded, shall be made into six cylinderical briquettes 0.98 in. (25 m.m.) in diameter and 25 m.m. in height formed under a pressure of 1877.5 lb. per sq. in. (132 kg.) after which they shall be allowed to dry 20 hours in air, four hours in a hot air bath at 100 deg. C. (212 deg. Fahr.) and then cooled for twenty minutes in a desiccator and immediately tested in a machine for ascertaining the crushing strength in pounds per square inch, which is the measure of the cementing value of the rock, the average of five (5) determinations being taken. Rock which has a greater cementing value than ..... shall be rejected.

Frequency

7. Tests may be made from time to time at the option of the purchaser, and especially when new strata are being opened up for crushing into ballast.

Selection of Samples

8. Each stratum of a quarry shall be tested separately and not averaged with any other stratum. (A.S.T.M., D 75-22)

Averaging

9. For obtaining the values for physical tests, the average results of the numbers of specimens stated in the following table shall be taken:

Kind of Tests	Weight	Percentage of Wear	Toughness	Cementing Value	Soundness
No. of Tests....	5	5	5	5	5

Place of Tests

10. Such tests as are deemed necessary shall be made at a testing laboratory selected by the purchaser, but visual inspection and other tests shall be made at the place of manufacturer prior to shipments as often as considered necessary.

PRODUCTION REQUIREMENTS

Breaking

11. Stone for ballast shall be broken into fragments which range with fair uniformity between the size which will in any position pass through a two and one-half (2½) inch ring, and the size which will not pass through a three-quarter (3/4) inch ring.

Test for Size

12. (Maximum). A sample weighing not less than 150 lb. shall be taken from the ballast as loaded in the cars and placed in or on a screen having round holes two and three-quarter (2-3/4) inches in diameter. If thorough agitation of the screen fails to pass through the screen ninety-five per cent of the fragments, as determined by weight, the output from the plant shall be rejected until the fault has been corrected.

(Minimum). A sample weighing not less than 150 lb. shall be taken from the ballast as loaded in the cars; weighed carefully and placed in or on a suitable screen having roundholes three-quarter (3/4) inch in diameter. The screen shall then be agitated until all fragments which will pass through the screen have been eliminated. The fragments retained in the screen shall then be weighed and if the weight is less than 95 percent of the original weight of the sample, the output of the plant shall be rejected until the fault is corrected.

Handling

13. Broken stone for ballast must be delivered from the screens directly to the cars or to clean bins provided for the storage of the output of the crusher.

Ballast must be loaded into cars which are in good order and tight enough to prevent leakage and waste of material and which are clean and free from sand, dirt, rubbish, or any other substance which would foul or damage the ballast material.

Cleaning

14. The ballast shall be free from dirt, loam, dust or rubbish. When the rock is of such a nature that it does not become clean without preliminary scrubbing, a scrubbing machine shall be provided at the quarry.

Defect Found After Delivery

15. As it is impracticable to inspect all the ballast loaded in cars, carloads of defective material arriving at the site for unloading, and not previously inspected, shall be rejected and returned to the manufacturer, who must pay the freight charges both ways. If unloaded prior to discovery of defectiveness, payment without return of the rejected ballast shall be refused to the manufacturer.

Inspection

16. Inspectors representing the purchaser shall have free entry to the works of the manufacturer at all times and while the contract is being executed, and shall have all reasonable facilities afforded them by the manufacturer to satisfy them that the ballast is prepared and loaded in accordance with the specifications and contracts.

In case the inspection develops that the material which has been or is being loaded is not according to specifications, the inspector shall notify the manufacturer to stop further loading and to dispose of all cars under load with defective material.

Measurement

17. Ballast material may be reckoned in cubic yards or by tons, as expedient. Where ballast material is handled in cars, the yardage may be determined by weight, after ascertaining the weight per cubic yard of the particular stone in question by careful measurement and weighing of not less than five cars filled with the material, or the tonnage may bedetermined for subsequent cars by measurement and converting the yardage into tonnage by the use of the weight per yard as determined above.

Note 1 - High quality stone will have the following values:

	Limestone	Trap
Weight per cu. ft.....	168	175
Toughness.....	10	15
Wear.....	5	3
Cementing quality.....	4 lb.	1 lb.

Note 2 - Notation under toughness, wear and selection of samples refers to the Standard Methods of the A.S.T.M.

FORM S-K-1 19011 1800 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

Grade Crossing Maintenance Portland

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

September 17, 1935

Mr. Sam Murray
Chief Engineer
Union Pacific System
Pittock Block
Portland, Oregon

Dear Mr. Murray:

I have been requested by our Mr. McCullough to examine the proposed provisions to be incorporated in a contract covering the construction of the subways on Northeast 122nd Avenue and Northeast 162nd Avenue in the City of Portland.

I note that Mr. McCullough has approved of the proposed provisions, with one or two minor exceptions, and I note that the Bureau of Public Roads has likewise given approval with one or two exceptions.

Mr. McCullough makes the further observation, with which I am in accord, that there should be some clause or provision incorporated in the contract to the effect that in the event any item of cost or any of the methods of procedure outlined in the agreement between the company and the State is later questioned or disapproved by the United States Bureau of Public Roads as not conforming to their rules and regulations governing expenditure of Federal funds for the purpose proposed, then in such event the contract between the State and the railroad company should be void in so far as such provision or provisions or payments conflict with the Federal regulations. In other words, Mr. McCullough's thought, which I believe quite worth while, is that the contract should disclose the intent of both parties to be that all work covered by the contract should be done in conformance with the Federal regulations.

The Federal Government has provided certain rules and regulations which must govern and control in connection with the accomplishment of grade separations, and for your information and guidance I am enclosing a copy of the same and call your attention to the various provisions and requirements fixed by the Federal Government. I respectfully request that the contract when finally drafted be made to conform to these regulations so that we may avoid conflict with the Government as the work progresses.

With kindest personal regards, I am

Yours very truly,

J. M. DEVERS

Enclosure
JMD:AW

September 12, 1935.

Mr. J. M. Devers:

I am handing you herewith correspondence with Mr. Sam Murray in regard to the agreement to be prepared covering the construction of the subways on N. E. 122nd Avenue and N. E. 162nd Avenue in the City of Portland.

This correspondence contains certain suggestions and recommendations extracted from a letter from Mr. Mann, Chief Engineer of the Union Pacific System under date of August 15. Mr. Murray, in his letter of August 22, to Mr. Baldock asked if we would look over these features and advise if they were satisfactory so that they could draft the necessary agreements to cover.

Under date of August 28, I referred this matter to Mr. Lynch (copy of letter attached), and under date of September 10, received a reply (which is also attached). You will note that Mr. Lynch's office feels that the agreement provisions submitted by Mr. Mann are equitable and in conformance with federal rules and regulations.

You will note further that I have made one minor suggestion in regard to the location of the switches and turnouts in order to provide track storage for construction materials in case the contractor elects to ship such materials by rail.

It is my further recommendation that a clause be incorporated to the effect that in the event any item of cost or any of the methods of procedure outlined in said contract were later questioned or disapproved by the U. S. Bureau of Public Roads as not conforming to their rules and regulations governing expenditure of federal funds for this purpose, then and in that event the contract between the State and Railroad Company would be void in so far as such provisions or payments were concerned, it being the intent of both parties that all work be done in accordance with the regulations made or to be made covering expenditure of federal

funds for this purpose; and that the state be relieved from the expenditure of any funds other than these allocated for this purpose.

It may be that this provision is somewhat harsh but it seems to me that in view of the fact that the railroad companies are being relieved from certain burdens which could at some future time be imposed upon them by state statute, that they should be willing to underwrite such few minor items as we may have difficulty getting approved by the federal government.

I think Mr. Baldock would like to discuss this contract with you before you reply definitely to Mr. Murray.

I would be glad to give you any further information which you desire in this connection.

C. B. McCullough

CBM:AP

cc Mr. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE

Bureau of Public Roads
District No. 1

September 10, 1935.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

COPY

Dear Sir:

In answer to your letter of August 28, 1935, regarding the proposed agreements with the Union Pacific for construction of underpasses at N. E. 122nd Ave. and N. E. 162nd Ave., Portland, as Works Program projects, we see no objection to the suggested terms.

Specifically under "e", as no rental charges or addition of any fixed percentage of payroll or material costs to cover general overhead, administrative expense or the use of small tools may be made, it seems only just that the actual cost of flagmen necessary to protect traffic should be included in project costs.

Regarding item "h", if charges are reasonable, as the salvage allowance seems to be, we think the railroad could use their proposed method for computing cost.

Very truly yours,

W.H.LYNCH
District Engineer

By F. E. Andrews (signed)

F. E. Andrews
Sr. Hwy. Engineer

September 12, 1935.

Mr. Sam Murray
Chief Engineer
Union Pacific System
Pittock Block
Portland, Oregon.

Dear Sir:

Under date of August 28, I addressed a communication to you referring to the features to be incorporated in an agreement to cover the underpasses at N. E. 162nd Avenue and also N. E. 122nd Avenue. As stated in the above communication, I felt that it would be necessary to secure an interpretation from the U. S. Bureau of Public Roads before submitting a definite answer to you.

I now have a reply from Mr. Lynch's office, and am transmitting Mr. Lynch's reply, together with all correspondence pertinent thereto to Mr. Devers. I felt that this matter being one of a contractual nature should be handled through our Legal Department.

I might say that with one or two very minor changes, the scheme outlined in Mr. Mann's memorandum to you appears sound and reasonable. It may be, however, that Mr. Devers will have a few suggestions to make. You will doubtless hear from him in a short time.

The only specific suggestion I have to make at this time is in regard to Item (g). I think the turnout should be installed a sufficient distance back of the structure to provide for storage space for at least two cars of construction materials in the event the contractor elects to use this method of transporting his materials.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
cc Mr. Devers

FORM S-A-1 10619 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. G. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

255

OREGON STATE HIGHWAY COMMISSION

SALEM

May 18, 193..

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. L. Schafer,
Route 7 - Box 722,
Portland, Ore.

Dear Sir:

In response to your letter of May 16, requesting blue print of detailed map of the 122nd Ave., undercrossing of the O. W. R. & N. Company's tracks. We are mailing you under separate cover a print of our map of this section. We wish to advise, however, that this map represents only the field survey and nothing more. No decision has been made as to any final layout, and the structure has not yet been designed.

Yours very truly,

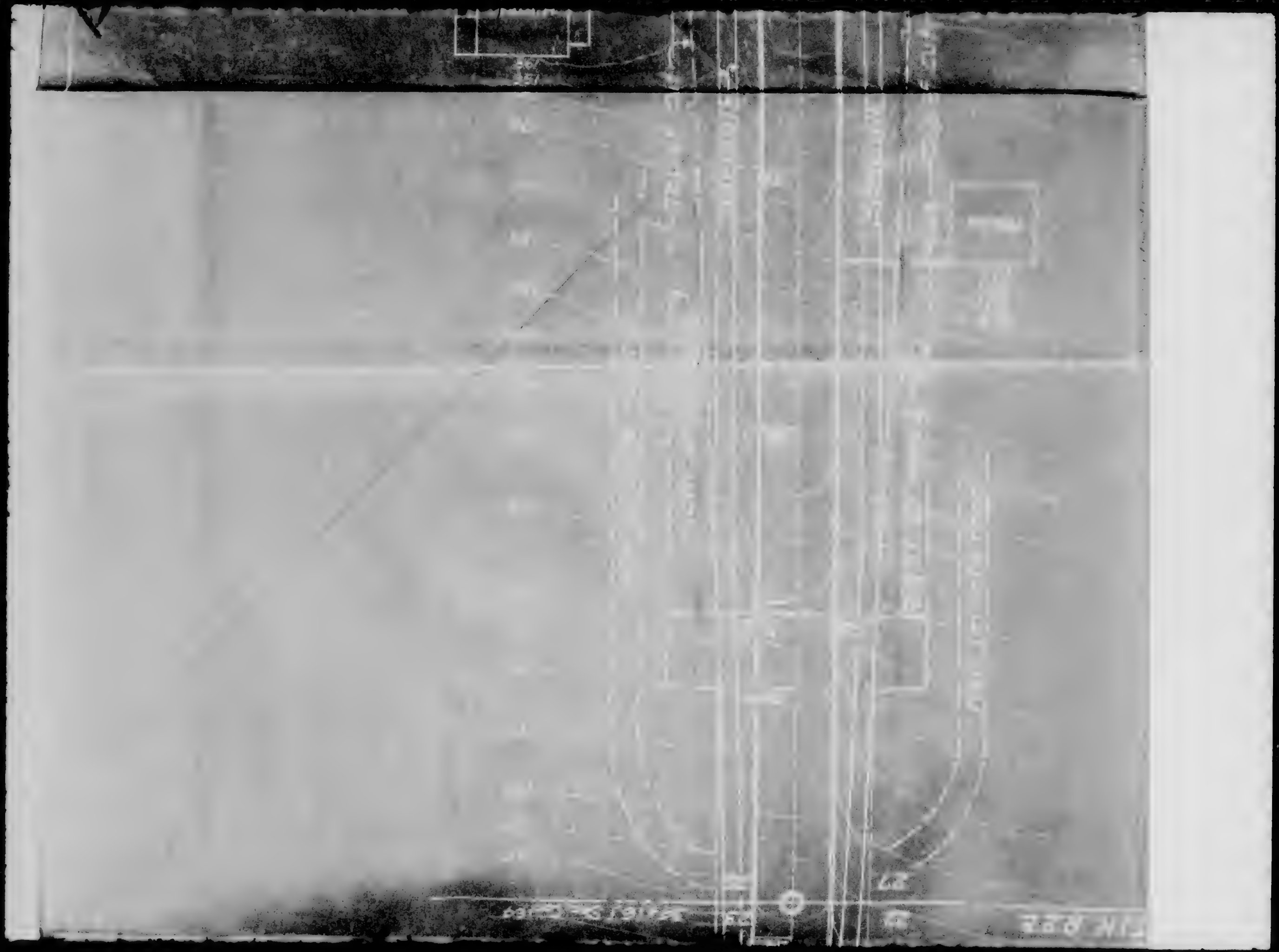
R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. M. Hackett,
H.

CC to
R.H. Baldock



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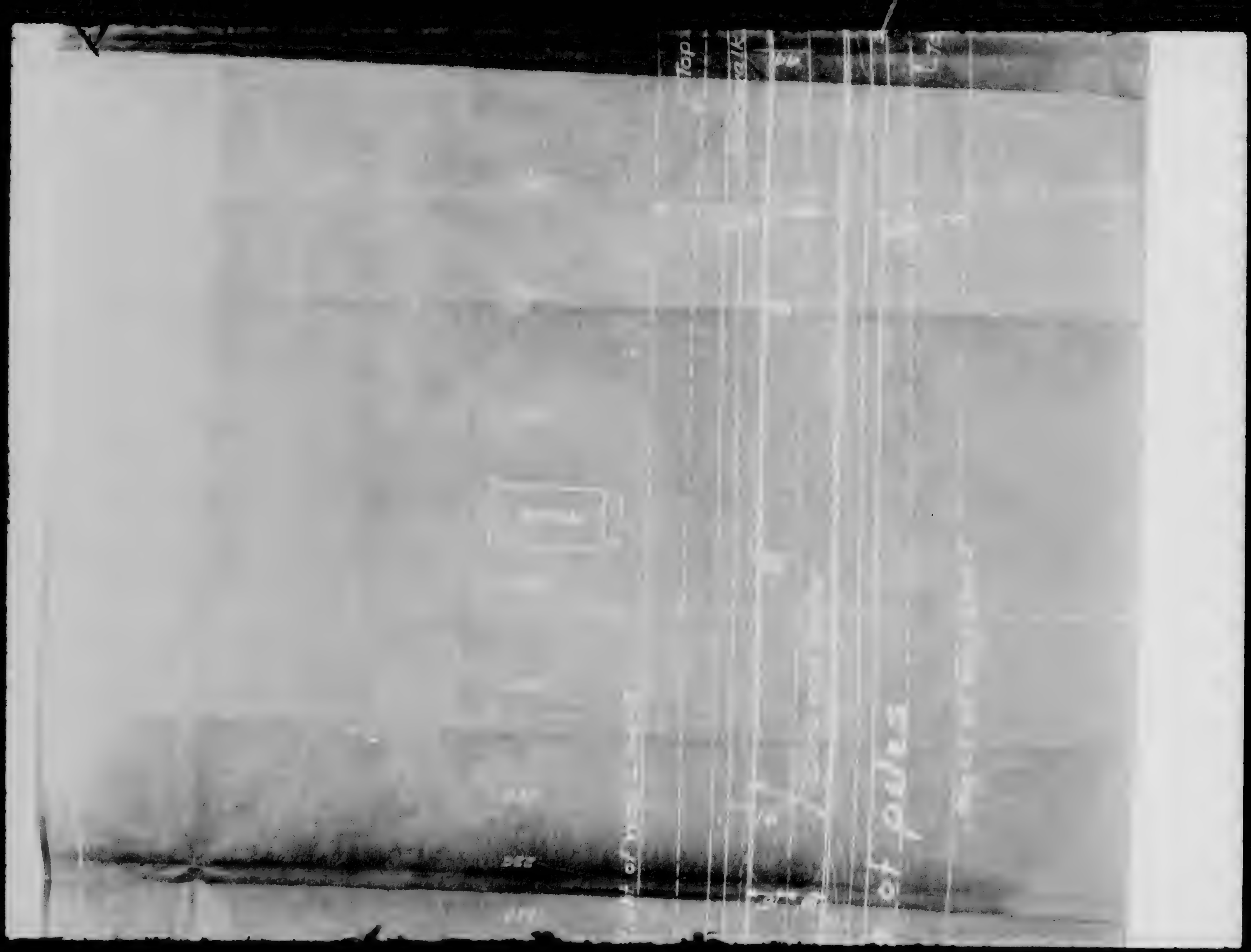
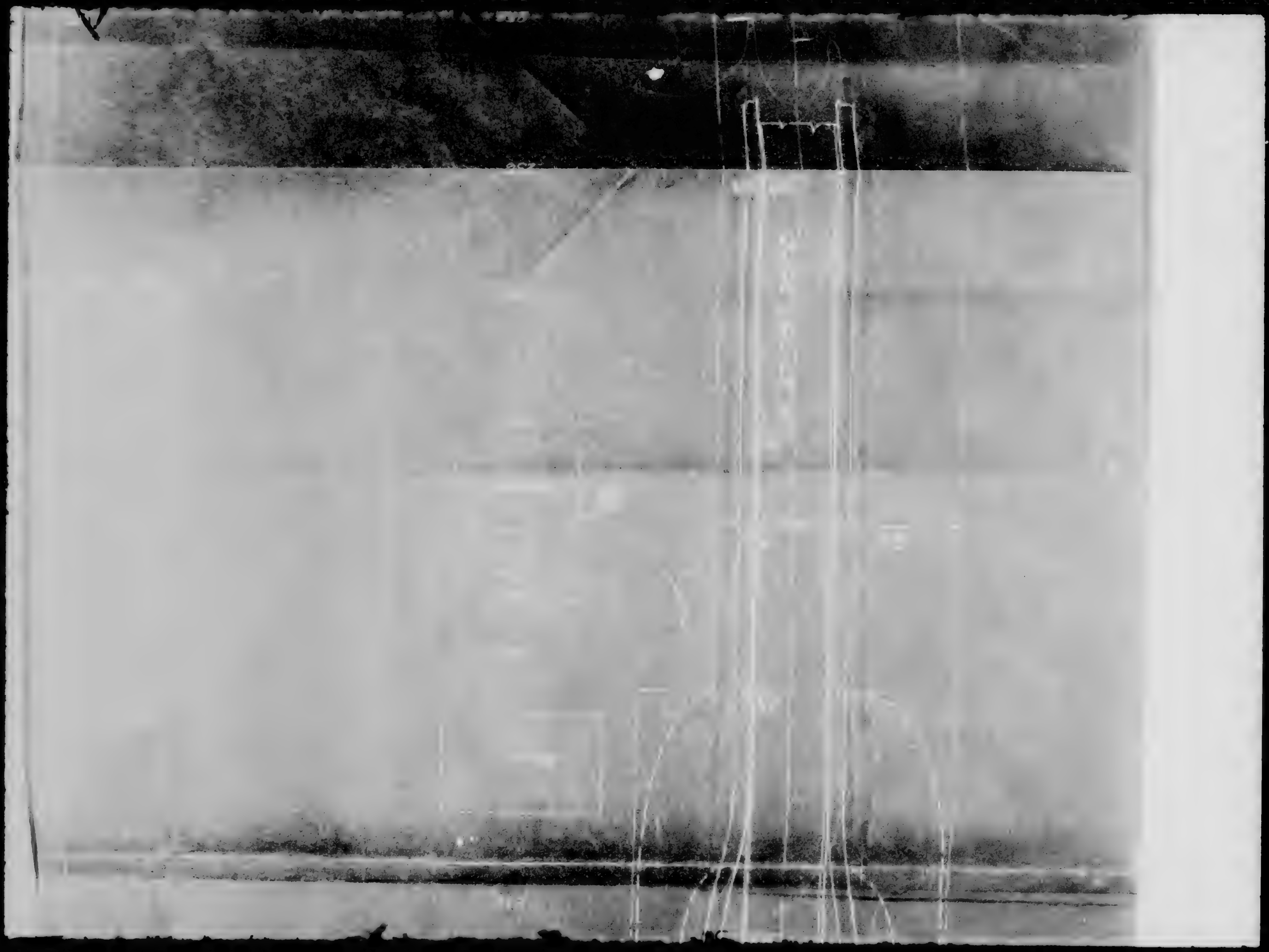
Righ
New position





Petition to ...
... of ...
... Minor alteration or
... structure ... of ...
... from ... to ...
... Pole ... by applicant,
... Co.
... officer ... the position
... of the pole ... construc-
... tion of structure ... made
... completed. Line set in new
... permanent position by
... Tel. Co.
... Tenth ... W.U. line ...
... Petitioner ... approx. 15 ft.

CONTRACT # 1786

42-A Pendleton Hill Sec., Old Oregon Trail

1786

42-A

April 19, 1938

Mr. E. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to Project No. F. A. 42-A, with regard to the crested wheat grass seed used for seeding the highway right of way, in connection with roadside improvement work performed by state forces.

At the time the final records were audited, we were informed by the State Purchasing Department that the original bids for the seed had been destroyed. Subsequent investigation developed a copy of the price inquiry in their files, listing the names of firms to which the inquiry was submitted and, likewise, the quotations submitted.

A copy of this price inquiry and the purchase order is being submitted herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
APR 13 1938
FOR FILING

42-A

April 12, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of April 9, 1937, concerning the construction of a 72" corrugated metal stock pass at Station 1126+20 on the Pendleton Hill Section, F. A. Project No. 42-A.

The new highway coincides with an existing road at approximately this point although at a considerable higher elevation. There was a cattle pass under the existing road which was destroyed by the new construction and the new one was for the purpose of replacing the stock pass which was destroyed. Accordingly, we do not believe, under the circumstances, the new structure should be classified as a right of way consideration.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
APR 11 1938
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher submitted for Oregon F.A.P. 42, Stanfield-Pendleton section of the Old Oregon Trail, it is noted that reimbursement for the 72" corrugated metal stockpass placed under Price Agreement No. 1, Contract No. 1786, is claimed. During our construction inspections we received the impression that this cattle pass was a right of way consideration, and therefore ineligible for Federal participation.

As it appears that our understanding of the considerations which necessitated the installation of this pipe at Sta. 1126 may be in error, it is requested that we be advised as to whether or not a right of way consideration was involved.

Very truly yours,

W. H. LYNCH
District Engineer

42-A

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OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

Stencil No. 3. DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 42-A, Stanfield-Pendleton, Old Oregon Trail, , was made by a representative of this office on September 24, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

For

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 9, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

RE- Roadside Improvement on Stanfield-Pendleton East Section and Pendleton-Hill Section.

Dear Sir:

In company with Mr. Davis of the Federal Bureau of Roads, Mr. W. A. Schoenfeld and Mr. E. C. Hill representing the Board of Agriculture, and Mr. H. G. Smith, a tour of inspection was made in the eastern section of the state, in the vicinity of Moro in Sherman County and in the Pendleton area.

Demonstrations of the growth of dry land grasses and trees were inspected at the Agricultural experimental stations located at Moro and at Pendleton.

In the Pendleton area it was tentatively agreed upon that along the primary highways soil erosion control work could be performed by C.C.C. labor on the Pendleton-Walla Walla Highway between Weston and Adams, and between Pendleton and the Cabbage Hill Section on the Old Oregon Trail. These two sections come within the 20 mile limitation of the C.C.C. Camp. These two tentative projects however, are along old constructed sections and no immediate haste is required, but I am urging permission for an immediate project on the above mentioned Stanfield-Pendleton Hill Sections,

In this construction just recently graded (and topped with rock) a 100 foot right of way exists and this newly constructed has for practical purposes bisected a wheat field. On ordinary sections a strip 30 feet wide and parallel to the center-line exists on either side of the roadside ditch, and because of this additional width in the right of way represents new problems in weed control and soil erosion.

The inspection trip disclosed the fact that Russian Thistle and Tumble Weed have been allowed to grow unchecked and will next year present a problem not only to the Highway Department, as well as to the adjoining farmers.

Therefore I propose that I be allowed to harrow the present weeded area and then seed t is to "crested wheat grass," or a

H. B. CRAWFORD, SECRETARY
E. L. TON AGELE, TACKSONIAN
E. B. VADDICH, BENDLETON
HENRY E. CYBERT, CHAIRMAN, BOARD
COMMISSIONERS

hardy drought resisting "Bunch Grass." The Agronomists present in the inspection party claim this grass is a hardy perennial and requires little or no care. It will keep out weeds, anchor the soil against wind erosion and it is my understanding that it will withstand mowing at the proper season. The State Department will be of assistance in allowing us use of the seed drills required and whatever other equipment is needed. Being something entirely new I recommend that I be allowed to form an improvement project of this work to be done by State Forces. This would be the basis for estimating the costs on future work of similar nature.

The distance involved is approximately twelve miles long, and would require roughly 1500# of grass seed. The department of agriculture will be able to assist us in getting this seed and I was told to estimate approximately $750.00 for seed. There are in the two road strips, approximately 75 acres of tillable area, which should cost approximately $20.00 per acre to prepare and seed, or $1500.00. Making a total without contingencies of $2250.00. With contingencies this approximates $200.00 a mile and serves both utility and beauty. I am recommending it to your attention accordingly.

Respectfully submitted,

GEORGE H. OTTIE,
Landscape Engineer.

GHO/H
CC to
H. G. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

July 30, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPH 42-A,
Echo-Pendleton Section, Old Oregon Trail
, was made by a representative of this office on July 22, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Fron-

R H Riddell

FINAL COST ANALYSIS — June 11, 1936

42-R

Old Oregon Trail, Pendleton Hill Section
Grading, Contract 1786, Prefix 30-1111

NOTED
State Highway Engineer

James Crick, Contractor
Dean Swift, Resident Engineer

ITEM	Cost	Quantity		Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	40.00	All				100.00
Trench Excavation	176.40	219.4	Cu. Yds.	0.80	6.00	1,316.40
Common Excavation	9,450.70	75,005.6	Cu. Yds.	0.126	0.47	35,252.63
Solid Rock Excavation	56,236.03	117,415.8	Cu. Yds.	0.48	0.47	55,185.43
Overhaul	4,586.33	183,453	Yd. Sta.	0.025	0.01	1,834.53
Truck Haul	11,180.31	55,577	Yd. Mi.	0.201	0.12	6,669.24
Finish Roadbed & Slopes	2,012.24	4.45	Miles	452.19	300.00	1,335.00
Rounding Cutbanks	1,421.56	23,692.6	Lin. Ft.	0.06	0.05	1,184.63
18" Concrete Pipe	2,608.03	1,464	Lin. Ft.	1.78	3.00	4,392.00
24" XSTR Concrete Pipe	345.10	99	Lin. Ft.	3.49	5.00	495.00
48" XSTR C.I.P.	4,188.00	410	Lin. Ft.	10.21	9.00	3,690.00
Gravel Topping	5,704.62	14,829	Cu. Yd.	0.25	0.25	3,707.25
Haul Gravel Topping	4,762.92	23,056.5	Yd. Mi.	0.207	0.12	2,766.78
Moving & Resetting Old Posts	44.21	28	Each	1.58	5.00	140.00
Furnishing & Setting New Posts	12.60	3	Each	4.20	7.00	21.00
Moving & Reconstructing Fence	219.49	351	Lin. Ft.	0.63	2.00	702.00
PA #1 72" Corr. Iron Pipe	659.81	48	Lin. Ft.	13.75	15.00	720.00
Force Account	400.07					381.63
Mess House & Lodging	2,838.68					1,674.19
	$ 104,887.10					$ 121,567.71

Gross Earned	$ 121,567.71
Total Cost	104,887.10
Net Profit	$ 16,680.61

Net Profit Equals 13.7% of Gross Earned

REMARKS:

This contract was bid and awarded Nov. 7, 1935. Work was started Nov. 25, 1935, and was carried on all winter. The contract was completed on April 1, 1936, in 44% of the time allowed for completion. The contractor brought in about $125,000 worth of the most modern equipment and rushed the job from start to finish, working 3-6 2/3 hr. shifts per day. The weather was cold, but very little time was lost due to winter weather. However, the cold weather slowed up progress and increased cost to some extent.

The common excavation was moved with 3-12 yd. LeTourneau scrapers, two working in tandem and one working single, powered with two 75 h.p. diesel cats, the material consisting of top soil and being ideal for scrapers. Each scraper averaged about 48 cu. yds. per hour operating time.

The solid excavation, which lay below the common excavation, consisted of hard pan, cement gravel and solid rock. About 20,000 cu. yds. of the hard pan and cement gravel were loosened with a ripper and then excavated with LeTourneau scrapers. The solid rock was drilled and blasted and then excavated with a new 2-yd. Northwest gas shovel. 83,300 pounds of explosives were used to blast about 95,000 cu. yds., an average of about 0.88 lb. per cu. yd. The cost of drilling and blasting was about $0.29 per cu. yd. The material shot up in small pieces, and the 2-yd. shovel excavated about 97,000 cu. yds. in 976 hrs., an average of about 100 cu. yds. per hr.

Two 12-cu. yd. Mack trucks and 3-8 yd. International trucks were used to do the hauling. On the long hauls a shortage of trucks slowed up production.

To insure an early completion of the job the topping material obtained from the gravel bar in the river was dug, hauled and stockpiled before highwater would make it impossible to get into the bar. Two handlings of topping increased cost of topping and haul topping.

This contractor believes in rushing the work so that he can use the same equipment and supervision on several jobs each year. He pays larger salaries, works equipment to maximum speed and does not spare expense if work can be expedited. His cost per hour is higher than that of the average contractor, but with rapid progress, quich turnover and the large volumn of work accomplished with a given amount of equipment per year his gross income is also above average.

E. H. Clymer
Cost Analyst

Contract 1786, Prefix 50-1111

DETAILS OF COST

Labor:

Supervision	$ 2,842.88	
Labor	29,629.21	
State Industrial Accident Insurance	1,611.06	
		$ 34,083.15

Materials:

18" Concrete Pipe	1,464 ft. at $1.274	1,865.14	
24" XSTR Concrete Pipe	99 ft. at 2.548	252.25	
48" XSTR Corr. Iron Pipe	410 ft. at 7.516	3,081.56	
48" Corr. Iron Pipe Bands	17 ea. at 7.262	123.45	
72" Corr. Iron Pipe	48 ft. at 8.946	429.41	
72" " " " Bands	2 ea. at 9.18	18.36	
			5,770.17

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	31,869.50	
Gas, Oil & Grease	10,066.32	
Drilling Supplies	2,242.82	
Explosives	12,159.87	
Lumber for Camp	1,436.81	
Small Tools & Miscellaneous Supplies	1,670.05	
Freight & Cartage	942.98	
Miscellaneous Expense	731.62	
Camp Site	160.00	
Mess House Supplies	1,453.75	
Bond 1%	1,232.44	
Home Office (2% Gross Earned)	2,397.87	
	$ 66,384.03	
Deduction for 1/2 Camp Cost Chargeable to Adjoining Job	1,350.25	
		65,033.78

Total Cost - - - - -$ 104,887.10

42-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

May 8, 1936

Mr. R. H. Baldock
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon F.A.P. 42-A, Echo-Pendleton Sec., Old Oregon Trail, Umatilla County, _____, was made by a representative of this office on April 24, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

42-a

#1786

May 7, 1936

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Agents
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1786 for the construction of the Pendleton Hill Section of the Old Oregon Trail Highway in Umatilla County, has been completed by the contractor, James Crick, and that final settlement will be made by the State with said contractor for work done under this contract, on or after May 16, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $119,912.95, including the final payment. Of this amount $381.63 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1786

April 10, 1936

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to James Crick, on Contract No. 1786, for the construction of the Pendleton Hill Section of the Old Oregon Trail Highway, in Umatilla County.

This payment will be made on or after April 20, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:CE

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLADSTEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Comission
Salem, Oregon

Semi-Final Estimate
Pendleton Hill Section
Old Oregon Trail
Umatilla County

Attention Mr. H. G. Smith, Constructi n Engineer

Dear Sir:

I am enclosing herewith semi-final estimate, extra work orders number 2 and 3, and supporting data for these extra work orders. In support of the semi-final estimate, there is being submitted to you by express the following records:

One profile
One 100 foot scale construction map
One mass diagram
One book roadbed platted cross-sections
One book culvert pipe and road approach platted sections
One book earth work computation sheets
One book transit and level notes
One book culvert and cross-section notes
Fourteen material receipt books
Five mile summary sheets
One gravel topping summary sheet
Seven photographs of construction operations with negatives.

Force account order number 2, which is being submitted, covers the combing out and removing of all course material from the embankment adjacent to the road connection between the existing highway and the newly constructed highway. This fill slope was constructed from large rocky materials and under the ordinary procedure of construction, this embankment slope would have been finished with the materials available. Owing

COMMISSIONERS—
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Semi-final estimate, Pendleton Hill Section, Old Oregon Trail, Umatilla County.

to the fact that the new connection ran alongside and almost adjacent to this fill slope, it appeared very desirable to reconstruct the slope to present a sightly appearance. All large rocks, etc., were, therefore, removed and hauled away and the slopes then dressed with fine materials. This work was decidedly outside of the provisions of the contract and I am, therefore, recommending the payment of a force account for the same.

Work order number three, which is in the amount of $29.75 only, covers cleaning of pipe which became blocked with mud due to difficulty with a pipe under the railroad. This was through no negligence or control of the contractor and, therefore, is extra work.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 6, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTE!

Attention Mr. H. G. Saith, Construction Engineer

Dear Sir:

All work on the Pendleton Hill Section, Old Oregon Trail Highway in Umatilla County was satisfactorily completed by Contractor James Crick on April 1, 1936.

The total cost of this project is $124,173 as compared with the project authorization of $135,568. The savings are divided approximately $3400 in contract items and $8000 in the engineering and contingency fund.

Items showing variation from the estimated amount and the reasons therefor are as follows:

Trench excavation showed an overrun of 160 yards, approximately, which was very high in percentage. This overrun of excavation was the result of misunderstanding at the time the trench excavation was estimated. When plans were originally submitted for the project, all pipes under high fills were listed under "special fill construction," which did not call for trench excavation. This, however, was changed in the Salem office and the job as bid eliminated the special fill construction, but did not make provisions for trench excavation which then became necessary. On the larger pipes, such as 48 inch, the trench excavation ran very heavy.

The total excavation was approximately 192,420 yards as compared with the estimated amount of 191,000, exceptionally close in the matter of total yardage. There was, however, some variation in classification amounts, common overrunning approximately 30% and solid rock underrunning approximately 12%. The total cost of hauling excavated materials was $8503 as compared with the estimated amount of $8510. The variation in the haul items, that is truck haul and overhaul,

H. B. GLAISYER
F. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS
FORM S-M-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
DIVISION ENGINEER'S WEEKLY REPORT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Pendleton Hill Section, Old Oregon Trail, Umatilla County, completion of work.

was due to slight difference in distribution of materials over what was called for in the original distribution.

The overrun of the item finishing roadbed and slopes was occasioned by our allowing finishing of .47 of a mile for the airport road connection. The specifications call for approach roads to be finished without payment for this item, but owing to the fact that the airport road was approximately one-half mile in length and was finished to the same standards as the roadbed proper, it appears that the contractor should be allowed payment for the finishing of this road.

A slight underrun occurred in each size culvert pipe, the principal reason being the fact that additional allowances were made for pipe and such allowances were not required.

There was a very material decrease in the amount of gravel topping and gravel topping haul. This resulted from the obtaining of a large amount of suitable topping material from the roadbed excavation. Such suitable materials were used for the base course of the topping and in many instances the gravel top was reduced to thickness of only three to four inches when such gravel was being placed on subgrade constructed of rock.

The underrun in the item furnishing and setting posts was due to the fact that excellent care in moving the old posts resulted in practically no breakage and, therefore, eliminated the necessity of new posts. The reduction in the amount of moving this fence was occasioned by a change in the road connection to the existing Old Oregon Trail which eliminated the necessity of moving approximately 200 feet of the ornamental fence on the south side of the roadway.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

Form 310—5M—8-35

42-A

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 4, 1936, 193...

Section Pendleton Hill

Highway Old Oregon Trail

Contractor James Crick

Date of contract Nov. 21, 1935, 193...

Date work started Nov. 25, 1935, 193...

Amount of contract . . . . . $ 123,244.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 119,890.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 4280.00, 3.5 %

Kind of work Grading

Section prefix 30 - 1111

Contract number 1786

Date of completion Sept. 30, 1936, 193...

Estimated date of completion April 1, 1936, 193...

Per cent of time elapsed 44 %

Date project was completed ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was finished on this project on Wedensday of this week (April 1st.)

Signed Dean Duff

Address Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.98				
Miles partially completed	00				
Miles completed	3.98				
Total estimated quantities	191,000				
Estimated quantities moved or placed to date	191,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	7				
Average force on project for week	20				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM						
	U.S. COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	14					6	20
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	"		
Thursday	"		
Friday	Stormy		
Saturday	Fair		

FORM S-M-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 14, 1936

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In submitting my plans and estimate of cost for the Pendleton Hill grading and topping project as of October 8, I requested state force work in the amount of $1500 to cover placing of crushed rock surfacing and oil mat wearing surface on the connecting road between the existing highway and the newly constructed highway as well as the airport road connection.

I am enclosing herewith an order for state force work on contract projects in the amount of $1250, which I now estimate as the cost of this work.

I desire to do this work with state oiling crew when in Pendleton, which will be about May 15. Your early approval of the order will be appreciated.

As there will be a considerable underrun of the project authorization on this project, no additional authorization will be required.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM S-A-1 SM. 1-36.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

42-a

OREGON STATE HIGHWAY COMMISSION

SALEM

March 3rd, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sirs

Referring to your letter of March 2nd, regarding checkers for the Pendleton Hill Section. We believe that it would be a good idea for Swift to assign two of his chainmen to this work temporarily, as you state it will be only for approximately 10 days. Should you find that Newport will be starting soon and will need inspectors notify us and we will make arrangements to assign the material inspectors at that time.

Please submit the names of Swift's men who will act as inspectors so that we may send them the form of bonds to execute.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. M. Hackett
R

cc to: R. H. Baldock
Dean Swift

NOTED
State Highway Engineer

FORM S-M-1 500 1-26

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
MAR 3 1936
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER

LA GRANDE, OREGON
March 2, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In about a week or ten days, contractor James Crick will be ready to place gravel topping on the Pendleton Hill section of the Old Oregon Trail in Umatilla county.

At least two checkers will be required for a period of approximately ten days. I believe that Swift could spare two chainmen for this long a time to check the material if you wish to bond two of the chainmen for this length of time. Otherwise, it will be necessary that you assign two materials inspectors from Salem. If the weather breaks rapidly enough, it may be possible that Newport Construction Company will be able to start work on the Emigrant Hill job, so that the two checkers could be retained. However, if Newport can not start work, it will be necessary to lay off the checkers when they have completed on the Pendleton Hill section.

Kindly advise me whether you would prefer to have two of Swift's chainmen bonded or furnish two materials inspectors from Salem.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
~~Dean Swift~~

NOTED

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 42

RECEIVED
FEB 6 1936
OREGON
STATE HIGHWAY
POST OFFICE BUILDING
PORTLAND, OREGON

February 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed/modified project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the/modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

42-A

F-F2

PR 42-A
F-F2

January 8, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Pendleton Hill Section, FA Project No. 42-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department — Federal Aid Project No. 42-A

PENDLETON HILL SECTION OF THE

OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 20, 1933

COMPLETED FEDERAL AID WORK

Total Cost	$ 130,094.55
Federal Aid Funds	$ 64,900.00
Length	21.88 miles

New Work (Sta. 1104+20 to Sta. 1352+00)

All Required		Clearing and Grubbing		$ 100.00
60	cu. yds.	Trench Excavation	$ 6.00	360.00
58,000	cu. yds.	Common Excavation	0.47	27,260.00
133,000	cu. yds.	Solid Rock Excavation	0.47	62,510.00
155,000	yd. sta.	Overhaul	0.01	1,550.00
58,000	yd. mi.	Truck Haul	0.12	6,960.00
3.98	miles	Finishing Roadbed and Slopes	300.00	1,194.00
23,000	lin. ft.	Rounding Cutbanks	0.05	1,150.00
1,600	lin. ft.	18" Concrete Pipe	3.00	4,800.00
100	lin. ft.	24" Extra Strength Concrete Pipe	5.00	500.00
480	lin. ft.	48" Extra Strength Concrete Pipe	9.00	4,320.00
23,000	sq. yds.	Gravel Topping	0.25	5,750.00
45,000	yd. mi.	Hauling Gravel Topping	0.12	5,400.00
		Subtotal		$ 121,854.00
		10% Engr. & Cont.		12,185.40
		Total		$ 134,039.40

Length	3.980 miles
Cost per mile	$ 33,678.24

Federal Aid Funds Requested	$ 81,764.03 (61%)
State Funds Available	52,275.37
	$134,039.40

NON-PARTICIPATING ITEMS

26	only	Moving & Resetting Old Posts	$ 5.00	$ 130.00
20	only	Furnishing & Setting New Posts	7.00	140.00
560	lin. ft.	Moving & Reconstructing Fence	2.00	1,120.00
				$ 1,390.00

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maint: Chap. 41, Laws 1927

FORM 9-917 SM 9-35
COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 16th, 1935

IN REPLY PLEASE REFER TO FILE NO.

NOTED

Mr. W. C. Hilliams
Division Engineer
LaGrande, Oregon

Dear Sir:

I note your order for installation of the 72" corrugated iron cattle pass at Station 112? on the Pendleton Hill Section. It occurs to me that the pass installed at this station will be blocked by the proposed county road which you show south of the highway at this point.

I am, however, approving the price agreement on the supposition that all these details have been worked out and that the pass as located will be serviceable in connecting the two parts of the existing field.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-M-1 53306 500 7-55

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

66 66

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
December 15, 1955

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreement covering the installation of a 72 inch corrugated iron stock pass on the Pendleton Hill Section, Old Oregon Trail in Umatilla County.

When specifications for this project were prepared, I was not aware of the fact that a cattle pass was stipulated in the option secured from Edward S. Burrows for right of way. Installation of stock pass was stipulated in the option and the installation of such pass is advisable and I have, therefore, secured execution of the enclosed price agreement by contractor James Crick.

Owing to the contractor's unbalanced bid of $6 per cubic yard on trench excavation, I have secured his consent to price of 47¢ per cubic yard for the stock pass excavation.

Additional authorization for this pipe will not be required as cost of the same may be taken from the contingencies fund.

Very truly yours,

W. C. WILLIAMS
Division Engineer

NOTED
Asst. Highway Engineer

WCW:MA
enc.

cc R. H. Baldock

42a

December 6, 1955

Mr. James Crick
3104 E. Monroe St.
Spokane, Washington

Dear Sir:

We are sending to you today by express a fully executed copy of Contract No. 1766, which was awarded to you on November 21, 1955, for the construction of the Pendleton Hill Section of the Old Oregon Trail in Umatilla County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

420

November 29, 1935.

Seattle Association of Credit Men
7th Floor, Alaska Building
Seattle, Washington

Attention: Alice DeLong

Gentlemen:

In response to your inquiry of November 26, you are advised that Mr. James Crick, Spokane, Washington, has been awarded contract No. 1786, which is known as the Pendleton-Hale Section of the Old Oregon Trail in Umatilla County, consisting of 3.98 miles of grading. The amount of the contract is $123,244.00.

The bond furnished in connection with this contract was written by the Fidelity and Deposit Company of Maryland, for whom Clarence D. Porter, who has offices in the Failing Building in Portland, is resident agent. Completion date of the contract is September 30, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

W. S. FARR, PRESIDENT
CONSOLIDATED DAIRY PRODUCTS CO.

J. F. MULLEN, VICE PRESIDENT
SALLOU & WRIGHT

C. P. KING, SECY.-TREAS.
MANAGER

Seattle Association of Credit Men

ORGANIZED 1899

TRUSTEES

P. R. BERGMAN
BLAGEN MANUFACTURING COMPANY
J. F. BLANCHARD
COLUMBIA LUMBER CO.
J. E. BRANDMEIER
WASHINGTON CO-OPERATIVE EGG & POULTRY ASSN.
O. M. DEAN
PACIFIC TELEPHONE & TELEGRAPH CO.
B. J. DELSMAN
GENERAL PETROLEUM CORP.
W. S. FARR
CONSOLIDATED DAIRY PRODUCTS CO.
R. J. GIBSON
SEATTLE HARDWARE COMPANY
C. R. HORCH
PACIFIC NATIONAL BANK

TRUSTEES

FRANK JEROME
FIRST NATIONAL BANK OF SEATTLE
S. W. LOCKHART
NATIONAL LEAD CO.
H. J. MILLER
SAN JUAN FISHING & PACKING CO.
J. F. MULLEN
SALLOU & WRIGHT
E. H. POPE
BLAKE, MOFFITT & TOWNE
M. R. SCOTT
HENRY DISSTON & SONS, INC.
S. G. SHAY
CRANE CO.

TELEPHONE SENECA 2400

7TH FLOOR ALASKA BUILDING

Seattle, Washington

November 26, 1935

ADDRESS REPLY TO THE ATTENTION OF

A DeLong

Oregon State Highway Commission
Portland, Oregon

Gentlemen:

Subject Contract for regrading of Old Oregon Trail to James Crick, Spokane, November 7th

Will you kindly send us all the available data on the above mentioned contract as to date set for completion, amount of the contract, agent of surety for James Crick, etc.

We will most certainly appreciate any information you may give us.

Very truly yours

SEATTLE ASSOCIATION OF CREDIT MEN

Alice DeLong

Construction Industries Bureau

ad

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

.42 - a

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON NOVEMBER 21 1935

MR JAMES CRICK
402 REALTY BUILDING
SPOKANE WASHINGTON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF PENDLETON HILL GRADING PROJECT FOR WHICH YOU SUBMITTED LOW BID ON NOVEMBER SEVENTH STOP YOU MAY PROCEED WITH CONSTRUCTION IMMEDIATELY STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISKER

SECRETARY

STRAIGHT MESSAGE

Very truly yours,

Secretary

HBG:MTL.

cc - S. H. Probert
W. C. Williams
Clarence D. Porter, Mgr.
Fidelity and Deposit Co. of Maryland
Failing Bldg, Portland

November 21, 1955

Mr. James Crick
402 Realty Building
Spokane, Washington

Dear Sir:

This letter is to inform you that the State Highway Commission has today awarded you the contract for the construction of the Pendleton Hill Section of the Old Oregon Trail, Umatilla County, consisting of 4.3 miles of grading work, for which you submitted the low bid of $123,244.00 on November 7.

This letter you may consider as your authority to commence construction operations immediately. Contract forms for your acceptance will be forwarded to you shortly.

Very truly yours,

Secretary

HEG:MHK

cc - S. H. Probert
W. C. Williams
Clarence D. Porter, Mgr.
Fidelity and Deposit Co. of Maryland
Failing Bldg, Portland

Let this compound

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 21, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 42-A, the Pendleton Hill section of the Old Oregon Trail, to James Crick, Spokane, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FORM S-M-1 25000 500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
November 9, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith right of way description of that portion of right of way through the State Hospital grounds on the Pendleton-Hill section of the Old Oregon Trail in Umatilla County.

It was my impression that right of way had previously been arranged for through the entire hospital grounds or the descriptions would have been submitted along with others on the project.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

PR 42

42-A

October 28, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Pendleton Hill Section, Project No. 42-A (Recp.).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

We are, likewise, sending, under separate cover, five blueprint copies of revised project statement map for Project No. 42, which map shows the proposed new location of the highway between Echo and Pendleton. The revised length of the project is 20.12 miles. At the east end of the project where the proposed work is to be done, we have cut back the end of Project No. 38 to terminate at the end of Project No. 38-C. This procedure appears desirable for the reason it will not be necessary to segregate the work over two separate projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KH

Encl.

Oregon State Highway Department — Federal Aid Project No. 42-A

PENDLETON HILL SECTION OF THE

OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, October 21, 1935

COMPLETED FEDERAL AID WORK

Total Cost	$ 130,094.55
Federal Aid Funds	$ 64,900.00
Length	21.88 miles

New Work (Sta. 1104+20 to Sta. 1352+00)

All Required		Clearing and Grubbing		$ 500.00
60	cu. yds.	Trench Excavation	$ 1.00	60.00
58,000	cu. yds.	Common Excavation	0.25	14,500.00
133,000	cu. yds.	Solid Rock Excavation	0.70	93,100.00
155,000	yd. sta.	Overhaul	0.02	3,100.00
58,000	yd. mi.	Truck Haul	0.16	9,280.00
3.98	miles	Finishing Roadbed and Slopes	400.00	1,592.00
23,000	lin. ft.	Rounding Cutbanks	0.10	2,300.00
1,600	lin. ft.	18" Concrete Pipe	2.50	4,000.00
100	lin. ft.	24" Extra Strength Concrete Pipe	4.00	400.00
480	lin. ft.	48" Extra Strength Concrete Pipe	10.00	4,800.00
23,000	cu. yds.	Gravel Topping	0.30	6,900.00
45,000	yd. mi.	Hauling Gravel Topping	0.15	6,750.00
		Subtotal		$ 147,282.00
		10% Engr. & Cont.		14,728.20
		Total		$ 162,010.20

Length	3.980 miles
Cost per mile	$ 40,706.08

Federal Aid Funds Requested	$ 98,826.22	(61%)
State Funds Available	63,183.98	
	$ 162,010.20	

NON-PARTICIPATING ITEMS

26	only	Moving and Resetting Old Posts	$ 1.00	$ 26.00
20	only	Furnishing and Setting New Posts	5.00	100.00
560	lin. ft.	Moving and Reconstructing Fence	0.50	280.00
				$ 406.00

OREGON STATE HIGHWAY DEPARTMENT

Contract No.

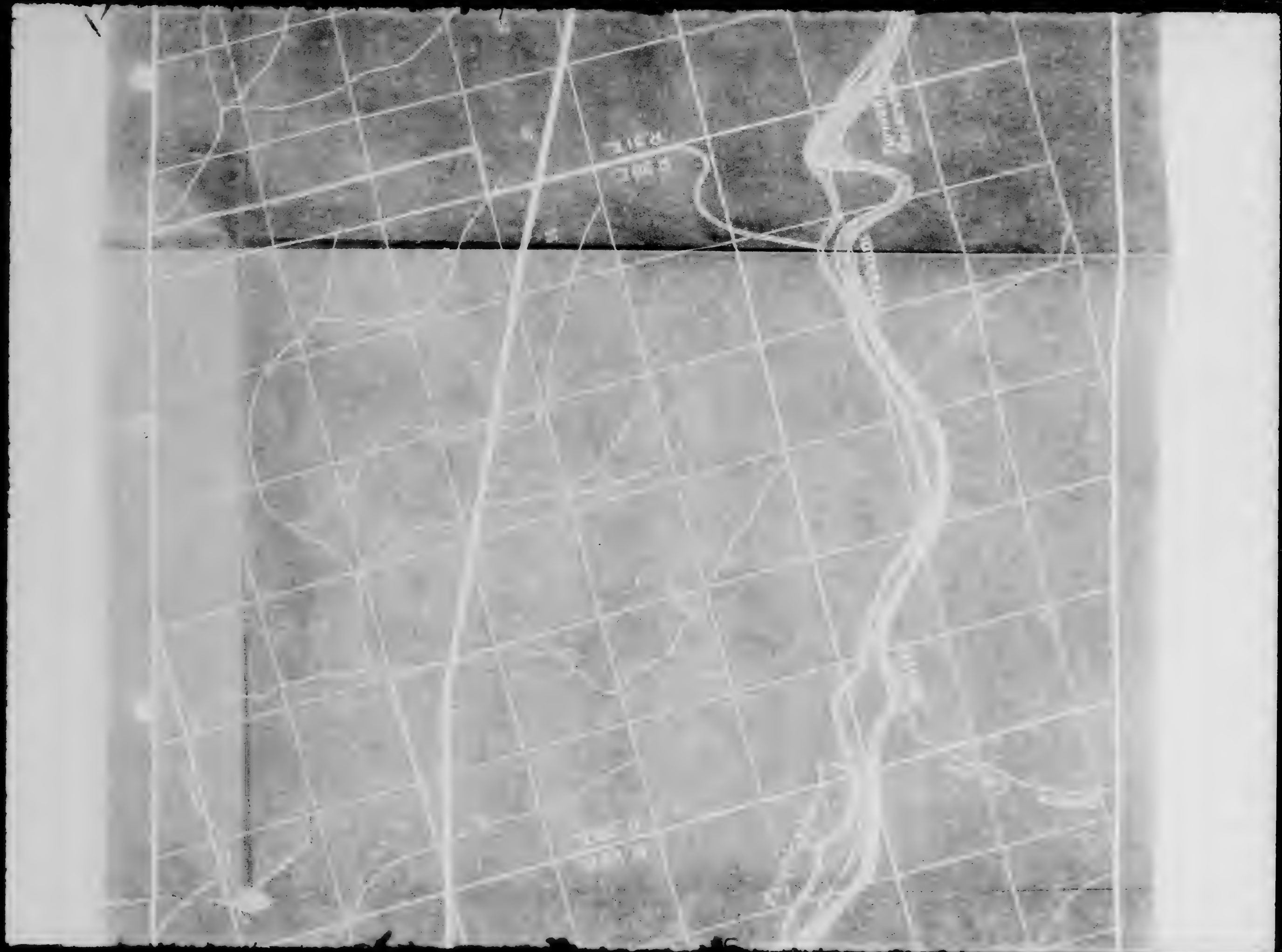
STANFIELD – PENDLETON SEC.

OLD OREGON TRAIL

UMATILLA COUNTY

F.A. PROJECT NO. 42 (Revised)

Submitted, 1941 Oct., 1942



UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

October 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 42-A. Pendleton Hill Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Copies of the usual town resolution should be forwarded as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

CONTRACT # [redacted] 1787

FLH 2-B Agency Sec., Warm Springs Hwy. 1935

1787

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

August 7, 1944

RECEIVED
AUG 9 1944
OREGON
STATE HIGHWAY COMMISSION

FH 2-1

SUBJECT: Oregon Federal Lands Highway
Warm Springs Hwy.-Agency Section

To:

Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

NOTED

Dear Sir:

Referring to your letter concerning remarks of Mr. Lynch about the Warm Springs Highway, advise that he refers to base rock that was placed on the highway last year by the P. R. A. I have not been over it for some time, but know about its present condition. The gravel is large and coarse, having a small amount of fines. Our blades are light and not very effective on this type of surface. I will go over this tomorrow with Mr. Cooper and will advise more definitely, but I think what we need is a heavy motor grader to take care of this section effectively. I will advise you later after our inspection.

Very truly yours,

WM. E. CHANDLER
Division Engineer

WEC:mc
cc Mr. R. H. Baldock
Mr. Forrest Cooper

FORM S-20 REV 12-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1944

NOTED

7LH-2B

SUBJECT: Oregon Federal Lands Highway
Warm Springs Hwy.-Agency Section

To: Mr. Wm. R. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Cont. 1787
2B

Dear Sir:

Mr. Lynch writes concerning maintenance of a section of the Warm Springs Highway.

This is an unsurfaced section, except for stabilization course of large-size gravel. Mr. Lynch suggests that we could help reduce tire damage by blading the coarser rock to one side and filling the ruts which have developed, with a blade.

We know that Mr. Cooper has had difficulty in keeping up with the blading on the roads in his section on account of labor shortage, but I wish he would get at this piece in the near future, and we would like a report, at your convenience.

Very truly yours,

E. A. Cellier
Maintenance Engineer

EAC:HH
cc
cc: R. H. Baldock

RECEIVED
AUG 1944

714-2-B

August 3, 1944

Oregon Federal Lands Hwy.
Project 2-B, Warm Springs
Highway-Agency Section

Mr. H. H. Lynch
District Engineer
Public Roads Administration
Post Office Building
Portland 8, Oregon

Dear Sir:

We received your letter of August 2, reporting Maintenance Inspection of Oregon Federal Lands Highway Project 2-B, Warm Springs Highway-Agency Section.

You suggest that we could improve the section covered with a stabilization course of large-size gravel, by blading the coarser rock to one side and filling the ruts which have developed, with a blade. We will try this in the very near future.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RHB
RAC:HH
cc
cc: R. A. Collier

P. S. Road in very fair shape, drove over it myself last week. Practically no traffic and doesn't justify much work.

August 2, 1944

714 - 2 - B

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. E. A. Collier
Maintenance Engineer

Dear Sir:

Maintenance inspection of Oregon Federal Lands Highway Project 2-B, Warm Springs Highway-Agency Section, was made on July 24.

The report of inspection states that this road is rough and misshapen in the south one-half mile. The road has never been surfaced except for a stabilization course of large size gravel, which in its present condition is extremely hard on tires. Logging trucks have been using this road for some time hauling to a mill located near the Deschutes River adjacent to the highway. Prior to this development the extremely light traffic we concede did not demand more than a nominal amount of maintenance. However, due to the very critical tire shortage which is now developing, it would appear that anything that could be done, in reason, to reduce the roughness of this surface would be justified. It is believed this could be accomplished to considerable extent without the addition of any new material by blading the coarser rock to one side and filling the ruts which have developed.

Very truly yours,

W. H. LYNCH
District Engineer

Copy sent to Salem

RECEIVED
AUG 3 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 21 1937
FOR FILING
C-1

June 2, 1937

Memorandum to accompany final voucher in triplicate on Oregon Federal Land Highway Project No. FLH 2-B, covering the period October 23, 1935 to September 14, 1936, submitted in the amount of $3,166. The voucher has been reduced $4.00.

The voucher as submitted claims payment in the amount of $3,166 whereas only $3,162 may be allowed. Necessary corrections have been made and the voucher is being passed for payment in the amount of $3,162.

Division of Control,

By _____
Chief Accountant

ITEM ELIMINATED

Voucher No. 10408 - July 1936 covers the following items for which the amount claimed is being eliminated as they were charged to this project through error.

1 cold chisel -	$0.15
P.O. Box rent -	.45
Stamps -	3.10
Total	$3.70

The deduction in even dollars - $4.00.

RECEIVED
MAR 1 9 1937
FOR FILING

2-B

March 19, 1937

Great American Indemnity Company,
241 Sansome Street,
San Francisco, California.

Attention: Mr. Wm. C. Price.

Gentlemen:

In response to your inquiry of March 17th you are advised that the total amount earned by M. L. O'Neil & Son, in connection with their Contract No. 1787, Agency Section in Jefferson County, was $40,151.47.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

Great American
Indemnity Company
New York

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

March 17, 1937

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: 108585 - M. L. O'Neil & Son
Contract Bond for the Construction
of 2.07 miles of Highway roadbed on
Agency Section of Warm Springs
Highway, in Jefferson Co., Oregon

Sometime ago you advised us of the completion and acceptance of the above contract.

In order that we may make the proper premium adjustments with our principal, it is necessary that we know the final contract price.

If you can now furnish us with this information it will be sincerely appreciated.

Very truly Yours,

BONDING DEPARTMENT

Wm. C. Price

WCP/gh

Wm. C. Price

RECEIVED
MAR 1 1937
FOR FILING
2-B

February 27, 1937

Great American Indemnity Company
Harvey Wells Insurance Agency, Agents
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1787 for the construction of the Agency Section of the Warm Springs Highway in Jefferson County has been completed by the contractor, M. L. O'Neil and Son, and that final settlement will be made by the State with said contractor for work done under this contract, on or after March 9, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $40,151.47, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

RECEIVED
MAR 1 1937
FOR FILING

2-12

RH Bulbert
E6c

E6 Feb. 23rd, 1937

COST ANALYSIS FINAL REPORT

Warm Springs Highway, Agency Plains Section, Grading
Contract 1787, Prefix 116-1004

M. L. O'Neil & Son, Contractors
S. F. Walters, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 244.93	100%				$ 4,000.00
Trench Excavation	125.48	191.2	Cu. Yds.	0.656	1.00	191.20
Common Excavation	8,751.60	50,881.4	Cu. Yds.	0.172	0.27	13,737.98
Solid Rock Excavation	21,135.77	46,310.9	Cu. Yds.	0.456	0.27	12,503.94
Overhaul	4,100.00	173,071	Yd. Sta.	0.023	0.02	3,461.42
Truck Haul	1,376.00	7,121	Yd. Mi.	0.193	0.20	1,424.20
Finishing Roadbed & Slopes	1,829.09	2.41	Miles	758.95	200.00	482.00
Rounding Cutbanks	701.67	10,699	Lin. Ft.	0.066	0.10	1,069.90
18" Concrete Pipe	1,058.35	549	Lin. Ft.	1.93	2.50	1,372.50
24" Concrete Pipe	244.50	90	Lin. Ft.	2.72	4.00	360.00
24" Corr. Iron Pipe XSTR	702.20	190	Lin. Ft.	3.70	4.00	760.00
36" Corr. Iron Pipe	587.40	102	Lin. Ft.	5.76	5.50	561.79
Cook House & Lodging	3,131.41					1,760.79
	$ 45,988.40					$ 41,684.93

Cost	$45,988.40
Gross Revenue	41,684.93
Net Loss	$2,303.47

Net Loss Equals 5.5% of Gross Earned

NOTED
Chief Highway Engineer

LOS ANGELES
RECEIVED

C.C. C.C.

Contract 1787

DETAIL OF COST

Labor:

Supervision (M. L. O'Neil - 5 Mo. at $150) (Rob't OINeil - 10 Mo. at $150)	$2,250.00	
Supervision (Superintendent and Foremen)	1,285.00	
Labor	9,324.02	
Cook House Labor	1,041.50	
State Industrial Accident Insurance	582.50	
Unemployment Insurance	116.50	
		$ 14,599.52

Material:

18" Concrete Pipe	549 Lin. Ft. at 1.40	768.60	
24" " "	90 Lin. Ft. at 1.97	177.30	
24" Corr. Iron Pipe XSTR	190 Lin. Ft. at 5.11	590.90	
24" " " " Bands	9 Each at 2.81	25.29	
36" " " "	102 Lin. Ft. at 4.69	478.38	
36" " " " "	3 Each at 4.47	13.41	
Cement for Pipe Joints		12.45	
			2,066.33

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	14,720.00	
Gas, Oil & Grease	4,485.60	
Small Tools, Supplies & Misc.	890.72	
Freight & Cartage	996.94	
Drilling Supplies	294.55	
Explosives	1,685.00	
Repairs Chargeable in Addition to Rental	1,770.00	
Camp Material, Rental & Supplies	[illegible].10	
Cook House Supplies	1,[illegible]42.20	
Bond 1% of Gross Revenue	599.24	
Taxes and Insurance	154.80	
		27,332.55

TOTAL COST $ 43,998.40

Contract 1787

REMARKS:

This contract was bid Nov. 7th and was awarded Nov. 27th, 1935. Work was started Dec. 3rd, 1935, and was completed Sept. 14, 1936. The work was done with a very small crew (average about 10 men) and a small amount of equipment (3 cats). The equipment was operated about 21 hours per day during the spring and summer.

Excavation which comprised the greater part of the contract consisted of top soil, pumice, boulders, cement gravel and ledge sandstone. It was necessary to rip or drill and blast about 40% of the material before it could be excavated with cats, scraper and bulldozers. About 5½ tons of explosives were used to blast rock and boulders; also a ripper was used almost continuously.

The contractor used cats, scrapers and bulldozers, but a shovel and trucks would have made better progress at less cost.

This job shows a loss, but the contractors managed to keep up their payments on about $35,000 worth of new equipment, and with the four contracts and sub-contracts they now have will pay for their equipment and make enough so that they will qualify for the larger contracts.

E. H. Clymer
Cost Analyst

Form 338—5M—5-36

2-B

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY FINAL REPORT

For Week Ending January 16, 193 7

Section Agency

Highway Warm Springs

Contractor M.L.O'Neil & Son.

Date of contract Nov. 27, 193 6

Date work started Dec. 3, 193 6

Amount of contract $ 41,779.00

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price Completed %

Engineering cost to date, $ 2597.88, 6.38 %

Kind of work Grading

Section prefix 116-1004

Contract number 1887

Date of completion Sept. 30, 193 7

Estimated date of completion Sept. 14, 193 7

Per cent of time elapsed %

Date project was completed Sept. 14, 193 7

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT.

Self and Booth, Computer worked four days this week completing and shipping semi-final estimate. Engineering on this job ran over the amount set up by $ 91.14. This was on account of the fact that in the first three months there was little activity, and the the job carried an engineering party without any relief, and the long time taken by the contractor to complete a small job.

No pictures were taken of the completed job, but pictures of the work during construction were taken and included with the last estimate.

Signed Saul F Walters

Address Box 305, Burns, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

2-B

October 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 2-B, Agency Section, Warm Springs Highway, Jefferson County, was made by a representative of this office on September 21, 1936.

We have as yet nothing in our files to indicate the formal grant of right of way has been made by the Indian Service. Something further than Mr. Devers' letter of February 18, 1936, is necessary in order not to delay payment of the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

2-13

COST ANALYSIS TO AUGUST 22nd.

Warm Springs Highway, Agency Plains Section, Grading
Contract 1787, Prefix 116-1004

M. L. O'Neil & Son, Contractors
S. F. Walters, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 244.93	100%			$ 4,000.00
Trench Excavation	91.20	139 Cu. Yds.	0.656	1.00	139.00
Common Excavation	13,554.79	41,500 Cu. Yds.	0.327	0.27	11,205.00
Solid Rock Excavation	16,350.00	50,000 Cu. Yds.	0.327	0.27	13,500.00
Overhaul	4,100.00	205,000 Yd. Sta.	0.02	0.02	4,100.00
Truck Haul	1,376.00	6,880 Yd. Mi.	0.20	0.20	1,376.00
Finishing Roadbed & Slopes	555.00	1 Mile	555.00	200.00	200.00
Rounding Cutbanks	377.50	5,400 Lin. Ft.	0.07	0.10	540.00
18" Concrete Pipe	1,054.15	546 Lin. Ft.	1.93	2.50	1,365.00
24" Concrete Pipe	244.50	90 Lin. Ft.	2.72	4.00	360.00
24" Corr. Iron Pipe XSTR	702.20	190 Lin. Ft.	5.70	4.00	760.00
36" Corr. Iron Pipe	592.40	102 Lin. Ft.	5.76	5.50	561.00
Cook House & Lodging	2,921.82				1,705.00
	$ 41,964.49				$ 39,811.00

Cost	$ 41,964.49
Gross Revenue	39,811.00
Net Loss	2,153.49

Net Loss Equals 5.4% of Gross Revenue

Contract 1787

DETAIL COST

Labor:

Supervision (M. L. O'Neil - 5 Mo. at $150)	$ 2,100.00	
Rob't O'Neil - 9 Mo. at $150)	1,177.00	
Supervision (Superintendent & Foremen)	8,777.20	
Labor	1,020.00	
Cook House Labor	621.50	
State Industrial Accident Insurance	107.05	
Unemployment Insurance		$ 13,802.75

Material:

18" Concrete Pipe	546 L.F. at 1.40	764.40	
24" " "	90 L.F. at 1.97	177.30	
24" Corr. Iron Pipe XSTR	190 L.F. at 3.11	590.90	
24" " " " Bands	9 Each at 2.81	25.29	
36" " " "	102 L.F. at 4.69	478.38	
36" " " " "	3 Each at 4.47	13.41	
Cement for Pipe Joints		12.45	
			2,062.13

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	14,098.00	
Gas, Oil & Grease	4,189.77	
Small Tools and Supplies, & Misc.	850.65	
Freight & Cartage	996.94	
Drilling Supplies	264.67	
Explosives	1,645.00	
Repairs Chargeable in Addition to Rental	1,770.20	
Camp Material, Rental & Supplies	293.10	
Cook House Supplies	1,455.62	
Bond 1% of Gross Revenue	581.06	
Taxes and Insurance	154.80	
		26,099.61

TOTAL COST . . . . . $ 41,964.49

Contract 1787

REMARKS:

This contract was bid Nov. 7th, and was awarded Nov. 27th, 1935. Work was started Dec. 3rd, and to Aug. 22nd, was about 97% complete. Slow progress has been made during the past two months as the contractor moved about half the equipment to the Upper Tumalo job and reduced from two eight hour shifts per day to one eight hour shift per day. However, the contract will be completed about Sept. 10th, as only about 50% of the finishing of roadbed and slopes remains to be done.

The excavation consisted of top-soil, pumice boulders up to 6 ft. in diameter, cement gravel and ledge sandstone. It was necessary to drill and blast or rip about 40% of the material before it could be moved with cats and scrapers. About 5½ tons of explosives were used, and a cat and ripper were used almost continuously while excavating.

The contractors used cats, scrapers and bulldozers to do the excavating. This equipment has never proven successful for excavating solid and large boulders. A shovel and trucks would have made much better progress and a better job at less cost.

The job shows a loss, and the loss will increase as the job continues.

E. H. Clymer
Cost Analyst

86% Complete — COST ANALYSIS TO JUNE 27, 1936 — July 2, 1936

2-B

Warm Springs Highway, Agency Section, Grading
Contract 1787, Prefix 116-1004

M. L. O'Neil & Son, Contractors
S. F. Walters, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 244.93	80%			$ 3,200.00
Trench Excavation	74.75	115 Cu. Yd.	0.65	1.00	115.00
Common Excavation	16,854.25	59,210 Cu. Yd.	0.285	0.27	15,986.70
Solid Rock Excavation	8,835.00	31,000 Cu. Yd.	0.285	0.27	8,370.00
Overhaul	3,750.00	187,500 Yd. St.	0.02	0.02	3,750.00
Truck Haul	1,200.00	6,000 Yd. Mi.	0.20	0.20	1,200.00
Rounding Cutbanks	162.00	2,700 L.F.	0.06	0.10	270.00
18" Concrete Pipe	961.15	498 L.F.	1.93	2.50	1,245.00
24" Concrete Pipe	244.50	90 L.F.	2.72	4.00	360.00
24" XSTR Corr. Iron Pipe	702.20	190 L.F.	3.70	4.00	760.00
36" Corr. Iron Pipe	390.30	68 L.F.	5.74	5.50	374.00
Mess House & Lodging	2,450.05				1,320.00
	$ 35,869.13				$ 36,950.70

Gross Revenue	$ 36,950.70
Total Cost	35,869.13
Net Profit	$ 1,081.57

Net Profit Equals 2.9% of Gross Earned

Contract 1787, Prefix 116-1004

DETAIL OF COST

Labor:			
Supervision (M. L. O'Neil 5 mo. at $150 per Mo.) (Rob't O'Neil 7 mo. at $150 per Mo.)		$ 1,800.00	
Supervision (Superintendent)		648.00	
Labor		7,193.41	
Cook House Labor		780.00	
State Industrial Accident Insurance		476.07	
			$ 10,897.48
Material:			
18" Concrete Pipe	498 Lin. Ft. at 1.40	697.20	
24" Concrete Pipe	90 Lin. Ft. at 1.97	177.30	
24" Corr. Iron Pipe XSTR	190 Lin. Ft. at 3.11	590.90	
24" Corr. Iron Pipe Bands	7 Each at 2.81	19.67	
36" Corr. Iron Pipe	68 Lin. Ft. at 4.69	318.92	
36" Corr. Iron Pipe Bands	2 Each at 4.47	8.94	
Cement for Pipe Joints		10.45	
			1,823.38
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		12,340.50	
Gas, Oil & Grease		3,538.80	
Small Tools, Supplies and Misc.		773.89	
Freight & Cartage		985.11	
Drilling Supplies		264.67	
Explosives		1,645.13	
Repairs Chargeable in Addition to Rental		1,628.44	
Camp Lumber, Rental & Supplies		283.10	
Bond 1% of Gross Revenue		352.57	
Liability and Property Damage		77.25	
Cook House Supplies		1,261.01	
			23,148.27
COST GRAND TOTAL			$ 35,869.13

Contract 1787, Prefix 118-1004

REMARKS:

This contract was bid Nov. 7th, and was awarded Nov. 27th. Work was started Dec. 3rd, and to June 27th, was about 88% complete. There is about 2500 cu. yds. of excavation left to move, also the finishing of roadbad and slopes. The roadbed and slopes are rough and considerable labor and time will be required on finishing. The job should be completed by Aug. 15.

Excavation, which comprises the greater part of the contract, consists of top soil, pumice, boulders up to 6 feet in diameter, cement gravel and ledge sandstone. It is necessary to drill and blast or rip about 40% of the material before it can be excavated. About 5½ tons of explosives were used and a cat and ripper were used almost continuously.

The contractors elected to use cats, bulldozers and scrapers on this job. This equipment is fine for common excavation but has never proven satisfactory in solid and boulders, and these contractors are experiencing difficulty in keeping the equipment in repair and in obtaining fair production. Better progress at less cost could have been obtained if a large shovel and trucks had been used.

The contractors have purchased about $50,000 worth of new equipment since starting work on this contract, consisting of 2-95 h.p. diesel cats, 2 LeTourneau scrapers, 1 Slate rearend bulldozer, 1-110 cu. ft. Garder Denver compressor, 1 LeTourneau ripper and 1 Ford Pickup. The equipment companies are pressing the contractor for payments. This contract is too small, and the profit is not large enough to meet the payments. However, the contractors will be able to pay up if they are successful in securing two or three more profitable contracts.

This job shows a narrow margin of profit in addition to equipment rentals. The grading has been roughed in and is practically complete. Finishing will be expensive, and the job will probably show little or no profit when finished.

E. H. Clymer

FORM S-0-1. 100 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. SLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 22nd, 1936

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. S. F. Walters
Resident Engineer
State Highway Dept.
Madras, Oregon

Dear Sir:

Reference is made to your weekly report of June 20th, in which you state M. L. O'Neil & Son object to the building of the filling in layers and state that the specification is not carried out on other contract jobs.

You may be assured that this specification is carefully carried out on all jobs. Once in awhile, for one reason or another, a contractor finds it convenient to dump a certain amount of material over the end of his dump before spreading, but eventually he bulldozes the entire material into the bottom of the fill and carefully compacts it in layers.

It is also true that one or two contracts have been let within the last three years without the compacting specification, but in every case where the compacting specification has been included, I am quite positive that it has been carefully carried out.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
K. D. Lytle
W. E. Chandler

FORM S-O-1 83778 3M 6-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

2-13

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

June 8, 1936

Mr. R. H. Baldock
Sta e Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. B. Smith

Dear Sir:

When settlement was made for the right of way on the Warm Springs Highway from the Agency buildings up to the top of Miller Flat Mr. McAllister agreed to put in a cattle pass at a location designated by the Indian Agent.

I was told that the location of the structure would be somewhere above the O'Neil job but the Indians have now demanded that the agent have the pass put in at Station 1509, which is near the lower end of the job which is now under contract to O'Neil.

The agent will not accept a 6 foot pipe as the Indians will put horses through it and they contend that such a structure would not be satisfactory.

The fill at this point is practically completed and I would recommend that construction of this structure be deferred until we let the next job and be included with it. No one will be using the road and we could cut the fence until such time as we could build the cattle pass.

Please advise if this proceedure will be satisfactory.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e

May 15, 1936

COST ANALYSIS TO MAY 10, 1936

Warm Springs Highway, Agency Section, Grading
Contract 1787, Prefix 116-1004

M. L. O'Neil & Son, Contractors
S. F. Walters, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 244.93	80%			$ 5,200.00
Trench Excavation	51.00	85	0.60	1.00	85.00
Common Excavation	9,360.00	39,000	0.24	0.27	10,530.00
Solid Rock Excavation	8,765.21	20,000	0.44	0.27	5,400.00
Overhaul	1,970.00	98,500	0.02	0.02	1,970.00
Truck Haul	1,200.00	6,000	0.20	0.20	1,200.00
Rounding Cut Banks	162.00	2,700	0.06	0.10	270.00
18" Concrete Pipe	961.15	498	1.93	2.50	1,245.00
24" Concrete Pipe	244.50	90	2.72	4.00	360.00
36" Corr. Iron Pipe	420.26	68	6.18	5.50	374.00
Cook House & Lodging	1,567.18				948.00
	$ 24,946.23				$ 25,582.00

Gross Revenue	$ 25,582.00
Total Cost	24,946.23
Total Profit	635.77

Net Profit Equals 2.5% of Gross Revenue

Contract 1787, Warm Springs Highway

DETAIL OF COST

Labor:				
Supervision (O'Neil & Son, 5 mo. at $300			$ 1,500.00	
Supervision (Superintendent)			108.00	
Labor			5,237.84	
Cook House Labor			540.00	
State Industrial Accident Insurance			282.04	
				$ 7,667.88
Material:				
18" Concrete Pipe	498 Lin. Ft.	at 1.40	697.20	
24" " "	90 Lin. Ft.	at 1.97	177.30	
36" Corr. Iron Pipe	68 Lin. Ft.	at 4.69	318.92	
36" " " " Bands	2 Each	at 4.47	8.94	
Cement for Pipe Joints			10.45	
				1,212.81
Equipment Rental, Supplies and Miscellaneous:				
Equipment Rental			7,941.00	
Gas, Oil & Grease			2,977.13	
Small Tools, Supplies & Misc.			729.89	
Freight & Cartage 60%			585.00	
Drilling Supplies			264.67	
Explosives			881.18	
Allow 35% of Repairs in Addition to Rental			1,200.00	
Camp Expense 60%			169.90	
Bond (1% of Gross Revenue)			238.34	
Liability & Property Damage			77.25	
Cook House Supplies			1,001.18	
				16,065.54
COST GRAND TOTAL.....				$ 24,946.23

Contract 1787, Warm Springs Highway

REMARKS:

This contract was bid Nov. 7th, and was awarded Nov. 27th. Work was started Dec. 3rd, and to May 10th, was about 58% complete. Rain, snow and cold weather during the winter months delayed progress and increased cost.

This job was bid low considering the class of material to be excavated. Excavation, which comprises the greater part of the contract, consists of volcanic ash, boulders up to 6 feet in diameter, cement gravel and ledge sandstone. It is necessary to drill and blast or rip about 40% of the material before it can be excavated. The cost of drilling and blasting the 20,000 cu. yds. of solid excavated to date has been about $3,132.25, an average cost of 0.15½ per cu. yd.

This would be a good shovel and truck job but the contractor has elected to use cats, bulldozers and scrapers. This equipment has never proven efficient in solid and boulders, and these contractors are experiencing difficulty in obtaining satisfactory production and in keeping the equipment in repair. They have made fair progress by close supervision, selecting good cat operators and by taking advantage of the contours of the ground.

Since starting this contract, the contractors have purchased about $30,000 worth of modern equipment consisting of 2-75 H.P. diesel cats, 2 LeTourneau Scrapers, 1 Slate rearend Bulldozer, 1-110 cu. ft. Gardner Denver Compressor, 1 LeTourneau Ripper and 1 Ford pick-up.

The job shows a narrow margin of profit at the present, but sandstone has been encountered in the large 40,000 cu. yd. cut on west end of job (Station 1438 to Station 1449). In the bottom 15 ft. lift. This sandstone is too soft to drill with jackhammers and too hard to rip with ripper. The hand churn drill method is being used which is slow and expensive. If the ledge proves to be of considerable quantity it will greatly increase cost. Also the finishing of roadbed and slopes will cost more than the bid price of $200 per mile. The contractors will be fortunate if they earn wages and fair rental on their equipment.

E. H. Clymer
Cost Analyst

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FLH 2-B

STATE HIGHWAY ENGINEER
POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

For

Agr. 28156

Form P. R. 2

State Oregon

Project No. FIH 2-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of March, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, including particularly the amendatory act of June 24, 1930 (46 Stat. 805):

Whereas the Highway Department of said State submitted on the 18th day of February, 1931, a project statement, which was approved by the Secretary on the 20th day of March, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 23rd day of October, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty five thousand, nine hundred fifty six and 90/100 dollars ($45,956.90) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State _____ (Include date and citation of act of legislature by which authorized)

(*b*) From other sources - Funds to the extent of $45,956.90 will be made available under act approved May 17, 1935 (Pub. No. 62, 74th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Sta. 1436+55 in the NW1/4 of Sec. 22, T. 9 S. R.12 E, W.M., and Survey Sta. 1546+00, at the west end of Section A of said project in the NE 1/4 of Sec. 26, T. 9 S., R. 12 E, W.M.

_____, length 2.072 miles, in Jefferson County, being Section B of Oregon project No. FIH 2, consisting of 2.072 miles of roadway and 20 bridges, of more than 20 feet clear span, _____ known locally as Agency section of the Warm Springs Highway, between control points F.A. Route No. 4 at Madras and F.A. Route No. 24, the Wapinitia Highway.

8—6518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of forty five thousand, nine hundred fifty six and 90/100 dollars ($45,956.90), certified to the Secretary of the Treasury as above mentioned, which [redacted]), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927
(Include reference to statute authorizing

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

CHAIRMAN, STATE HIGHWAY COMMISSION
(Title of officer)

By E. K. Hodson

MEMBER, STATE HIGHWAY COMMISSION
(Title of officer)

By F. L. Toozell

MEMBER, STATE HIGHWAY COMMISSION
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. Y. Stuyvesant

Acting Chief, Bureau of Public Roads.

8—3513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FAH 2-B State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 45,956.90 as the total estimated cost of said project, and the sum of $ 45,956.90 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 13th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. Y. Stuart
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4220

2-13

March 16, 1936

M. L. O'Neil & Son
Warm Springs, Oregon

Dear Sirs:

Our Attorney, Mr. J. M. Devers, has handed to me your letter of the 5th inst. in which you request assignment forms to assign your interest in two highway contracts; namely, Contract No. 1787 for grading the Agency Section of the Warm Springs Highway in Jefferson County, and Contract No. 1805 for grading the Upper Tumalo Section of the Tumalo Falls-Bend County Road in Deschutes County to Robert J. O'Neil.

Complying with your request I am enclosing quadruplicate copies of both assignments. These should be signed by all members of your partnership and three executed copies of each returned to this office for our records and files, together with letters from the surety on the bonds furnished with each of these jobs consenting to the assignments. We cannot honor the assignments unless the surety consents thereto in writing.

Very truly yours,

Secretary

HBG:dp
encl.
CC Mr. Carl Smith, Auditor

Warm Springs Ore March 5
1936

State Highway Dept
Salem Ore

RECEIVED
MAR 11 1936
LEGAL DEPT

Attention Mr Devore

Dear Sir will you please send me the nessary forms properly filled out to asign my interest in the two jobs as shown on the two letters inclosed to Robert J. O'Neil asignement has been made today as on other jobs

Yours Truly
M.Z. O'Neil

REFERRED
TO L.B. Harveyu
FOR
J.W. DE SOUZA

F-A-1 10M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

We are returning the proposal bond which accompanied your proposal on November 7 for grading the Agency Section of the Warm Springs Highway in Jefferson County.

Very truly yours,

STATE HIGHWAY COMMISSION

By [signature]
Secretary

HI

Joob was awarded Nov 27 - 1935
Contract No 1787

E-A-1 10M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 28, 1936

IN REPLY PLEASE
REFER TO FILE NO.

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Dear Sirs:

We are forwarding to you by express today a fully executed copy of contract #1805 awarded to you on January 10, 1936, for the grading of 3.5 miles in the Upper Tumalo Section of the Tumalo Falls-Bend County Road Highway in Deschutes County.

This copy is for your records and files.

Very truly yours,

H. B. Glaisyer

Secretary

DP

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No. Oregon Proj. FLH 2-B

RECEIVED
1936
OREGON

POST OFFICE BUILDING
PORTLAND, OREG.

March 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
Highway Engineer

Encls.

FORM S-C-1 52775 5M 6-52

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Attached please find Order for State Work on Contract Project, on the Agency Section of the Warm Springs Highway, Job 116-1004, covering the lowering of a water line uncovered during the excavation work. I am also including a department order for the pipe, a drawing of the water line, copy of Cooper's letter and a requisition required by the Indian Service for the purchase of a valve.

If the work order is approved please send in requisition to the purchasing agent.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl/e
encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

January 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged as of January 9, 1936, of the project agreement estimate covering Oregon Federal Lands Highway project 2-B. In your letter of October 22, 1935, transmitting P.S.& E. papers, we were advised that information as to the present status of the lands traversed by this project had been requested and the information would be furnished this office as soon as received.

The project agreement estimate does not show any changes and we presume the land status has not changed, but we would appreciate advice on this point before forwarding the project agreement estimate.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

February 1, 1936

Mr. E. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the Agency Section of the Warm Springs Highway, Project No. FLH 2-B.

In connection with the status of ownership of the lands traversed by this project, we have secured the certification by the Superintendent of the Warm Springs Indian Agency on a 400-foot scale map of the project that the lands traversed by the highway alignment are Government-owned Indian lands.

We are, accordingly, sending to you, under separate cover, one blueprint copy of the certified map. If further copies or additional information is necessary, please let us know.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

FORM S-C-1 22773 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISTER, SECRETARY

2-B

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 13, 1936

RECEIVED
JAN 14 1936
OREGON
HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

I wish to explain about the percentage of clearing and grubbing given M. L. O'Neil and Son, Estimate No. 1, Contract No. 1787-Agency Section of the Warm Springs Highway.

While the contractor has practically completed his clearing and grubbing on this job he has only been allowed ten percent for the reason that his bid on this item was clearly out of line with the cost of the work involved. The percentage given provides payment of a little more than the amount actually spent on the work.

Very truly yours,

K. D. LYTLE
Division Engineer

By:
W. O. Widdows

wow/e
cc Forrest Cooper
cc S. H. Probert

FLH 2-B

2-B

January 8, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Agency Section, Federal Lands Highway Project No. FLH 2-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/ME

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 2-B

ASHWOOD SECTION OF THE MAIN SPRINGS

HIGHWAY IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 2, 1936

All Required		Clearing and Grubbing		$ 4,000.00
130	cu. yds.	Trench Excavation	$ 1.00	130.00
53,000	cu. yds.	Common Excavation	0.27	14,310.00
47,000	cu. yds.	Solid Rock Excavation	0.27	12,690.00
225,000	yd. sta.	Overhaul	0.02	4,500.00
8,000	yd. mi.	Truck Haul	0.20	1,600.00
2.07	miles	Finishing Roadbed and Slopes	200.00	414.00
13,000	lin. ft.	Rounding Cutbanks	0.10	1,300.00
500	lin. ft.	18" Concrete Pipe	2.50	1,250.00
100	lin. ft.	24" Concrete Pipe	4.00	400.00
200	lin. ft.	24" Extra Strength Corr. Iron Pipe	4.00	800.00
70	lin. ft.	36" Corr. Iron Pipe	5.50	385.00
			Subtotal	$ 41,779.00
			10% Engr. & Cont.	4,177.90
			Total	$ 45,956.90

Length 2.072 miles
Cost per mile $ 22,179.97

FLH Funds Requested- $ 45,956.90

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

2-B

January 2, 1936

M. L. O'Neil & Son,
Route 1,
Eugene, Oregon.

Gentlemen:

I am forwarding to you today by express, a fully executed copy of contract No. 1787 which was awarded to you on November 27, 1935, for 2.07 miles of grading on the Agency Section of the Warm Springs Highway in Jefferson County.

This copy is for your records and files.

Yours very truly,

Secretary

D

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
December 2, 1935.

IN REPLY PLEASE REFER TO FILE NO.

26

Mr. Forrest Cooper,
Resident Engineer,
Madras, Ore.

Dear Sir:

The pencil sketch of the Madras Overcrossing is being returned herewith with tentative grade line shown thereon.

The finished grade should be not less than 26 feet above the rail at all points within seven feet of the center line of either track. I think that a 2800 foot vertical curve with the P.I. of the grade at Elev. 2495, will give ample clearance. You should check this however and make any changes necessary.

There was no information on the profile to indicate desirable grade from Sta. 73 to 101, but a grade was laid nearly parallel to the ground surface.

It would appear from this profile that you will need considerable borrow material to construct embankment on either side of the crossing. Have you considered the possibility of revising the line from the crossing towards Madras, increasing the amount of excavation so as to provide material for the crossing embankment? Unless common material is available within a reasonable distance, such revision of the line might be practical.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by
H. W. Libby
H.

By

H. G. Smith,
Construction Engineer.

CC to
R.H. Baldock ✓
K.D. Lytle

NOTED

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

213

OREGON STATE HIGHWAY COMMISSION

SALEM

November 29, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

With reference to the State Force order for digging test hole pits on the Agency Plains-Madras Section, we believe that the charges in this instance should be charged to the survey prefix. We do not like to set up construction prefix for a project unless there is some assurance that the project will be contracted in the very near future. Therefore, since the order is for such a small amount and since there are sufficient funds under the survey authorization, please make all charges against the survey.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

NOTED

November 29, 1935

M. L. O'Neil & Son
Warm Springs, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission, at its meeting held on November 27, awarded to you the contract for the 2.07 miles of grading on the Agency Section of the Warm Springs Highway in Jefferson County, based on your bid of $41,779.

You may consider this letter as your authority and our request to start your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are hereby requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,
STATE HIGHWAY COMMISSION

by

Secretary

MC

cc - S. H. Probert
K. D. Lytle

Note: This letter sent to Warm Springs in accordance with information given Mrs. Rosecrans this date by M. L. O'Neil.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 27, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Lands Highway project No. FLH 2-B, the Agency Section of the Warm Springs Highway, to M. L. O'Neil & Son, Eugene, Oregon, who submitted the low bid, upon which project award of contract was withheld pending adjustment of right of way.

Very truly yours,

W. H. LYNCH
District Engineer

For

FLH 2-B

2-B

IN YOUR REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

October 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Lands Highway project No. 2-B, the Agency Section of the Warm Springs Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Our recommendation for approval is subject to any changes being made in the project agreement estimate should it be determined that changes have occurred in the status of the lands traversed by this project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FLH 2-B

2-B

October 22, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Agency Section, Federal Lands Highway Project No. FLH 2-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Information has been requested concerning the present status of the lands traversed by this project, and this information will be sent to you as soon as received. If any changes have occurred, the project agreement estimate will be prepared accordingly.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 2-B

AGENCY SECTION OF THE FARM SPILLWAY

HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 22, 1935

All Required		Clearing and Grubbing		$ 300.00
130	cu. yds.	Trench Excavation	$ 1.00	130.00
53,000	cu. yds.	Common Excavation	0.22	11,660.00
47,000	cu. yds.	Solid Rock Excavation	0.60	28,200.00
225,000	yd. sta.	Overhaul	0.02	4,500.00
8,000	yd. mi.	Trunk Haul	0.20	1,600.00
2.07	miles	Finishing Roadbed and Slopes	400.00	828.00
13,000	lin. ft.	Rounding Cutbanks	0.10	1,300.00
500	lin. ft.	18" Concrete Pipe	2.50	1,250.00
100	lin. ft.	24" Concrete Pipe	3.50	350.00
200	lin. ft.	24" Extra Strength Corr. Iron Pipe	4.00	800.00
70	lin. ft.	36" Corr. Iron Pipe	6.00	420.00
		Subtotal		$ 51,338.00
		10% Engr. & Cont.		5,133.80
		Total		$ 56,471.80

Length 2.072 miles

Cost per mile $ 27,254.72

Fed Funds Requested	$ 47,500.00
State Funds	8,971.80
	$ 56,471.80

FORM S-A-1 6M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
October 16, 1935.

NOTED
State Highway Engineer

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Reed, Ore.

Dear Sir:

We will be able to extend the Agency Section farther west to use up savings which we have made on the other lettings. Please send me complete classification on the cuts from 1425-1430 and 1440-1448.

This job will be let on a two classification basis in line with Mr. Baldock's repeated request to use that basis wherever possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM S-A-1 10610 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

2 B

OREGON STATE HIGHWAY COMMISSION

SALEM
August 24, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. ~~W.~~ D. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

Specifications and estimate for the grading on the Warm Springs Highway west from the Agency should be submitted as soon as Cooper has finished the revisions. The letting is scheduled for November 27th, and one month is required in Salem prior to advertising, making at least six weeks before the date of award.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

NOTED
State Highway Engineer

By

H. G. Smith
Construction Engineer.

Dictated by
H. G. Smith
LH

CC to
R. H. Baldock

CONTRACT # [redacted] 1788

WPGH 190-G Wall Cr. U'Xing-S.P. & S. Co. 1935

1788

RECEIVED
SEP 19 1938
FOR FILING

September 17, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 14, 1938, concerning the final voucher for Project No. WPGH 190-C, Wall Creek Section. We regret the delay in replying to your inquiry, which delay has been occassioned by the necessity of receiving additional information from the railway company concerning the several items questioned in their bill.

We have no further information to substantiate the items questioned in the bills submitted for Extra Work Orders Nos. 1 and 3, since the materials and supplies used are similar to those previously ruled ineligible on other projects.

The excavation performed under Extra Work Order No. 4, however, in our opinion, should be allowed. This work was not anticipated by the plans and specifications on which bids were submitted, and the nature of the work made it considerably more expensive than that contemplated under the contractor's unit bid for excavation. Also, it was outside the physical limits of the project, although an accessory to the improvement. Our letter of September 10, 1936 to your department advises that Mr. Davis and Mr. Steddard had inspected the contemplated work and were familiar with what was proposed to be done.

The construction of the concrete pavement to Sta. 441+77.5 instead of Sta. 441+69.9 was due to the necessity of lengthening the upper retaining wall to provide a more adequate support for the railroad fill slope and the pavement was lengthened a corresponding amount.

With reference to the inquiry concerning several items in the railroad company's bill, we have received the following letter from the Southern Pacific Company:

> "Referring to your letter dated August 1, 1938, requesting further information regarding certain charges included in our bill audit No. 401622, covering expense incurred in connection with grade separation project at Wall Creek, Oregon.

"Herewith detail as requested:

(1) Time of J. P. Dunnagan, Engineer of Structural Design and time and expenses of J. F. Hincks of the General Office, Valuation Department.

"We have lately received and accepted the Bureau of Public Roads ruling that the above charges are ineligible.

(2) The claims for depreciation of tools include $45.00, the full price of a Berger level stolen on the project.

"This level was used by our Inspector and Engineers on the project and was kept in the temporary office building. On the night of March 31, 1937, the building was broken open and the level stolen. Our Special Agent investigated the case but was unable to recover the instrument. Section III, Paragraph 6 of Memorandum 6 provides that the railroad shall be reimbursed for actual depreciation resulting from reasonable use or loss on the project. We believe the value of this stolen level is properly reimbursable.

(3) Timbers used temporarily and recovered were credited at $9.71 per MBM.

"Since at the time this timber was recovered from the shoo-fly and temporary trestle, no joint appraisal was made, we will accept a depreciation on the salvaged lumber of 25%.

(4) Running and Light repairs on Equipment and locomotive operation claimed on time or mileage rates.

"We agree that the rates at which Equipment Repairs are charged in our bill should be adjusted to conform to the rates as approved by the Bureau of Public Roads, likewise, rates for Locomotive Operation.

(5) Time of Train and Enginemen for deadheading in to point of assignment and being held for run where another crew bid in on the job.

"The charges cited are on Sheet 18 of our bill and are for extra men returning to terminal after being displaced by regular crew and for fireman whose job was not bid in but held for service with this crew. Payments were made in conformity with the articles of agreement with the Brotherhoods.

"The charges were incurred by Railroad incident to the project and as such are properly reimbursable.

(6) 99 feet of 80# second hand rail which was buried in fill.

"This rail was cut into short pieces to provide bearing for the 36" I beams used in the construction of the temporary trestle. Due to the short lengths this rail was scrap and the expense of salvaging would have exceeded its value."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

...; PORTLAND
...LETON
...LLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 13, 1938

Mr. J. W. Nash
Assistant Office Engineer
Salem, Oregon

Dear Sir:

Attached find the Southern Pacific Company's explanation of certain items questioned by the Bureau of Public Roads in their final billing for the Wall Creek grade separation.

Please return the attached letter for our files when you are through with it.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves
Office Engineer

CAG:CM
Attached

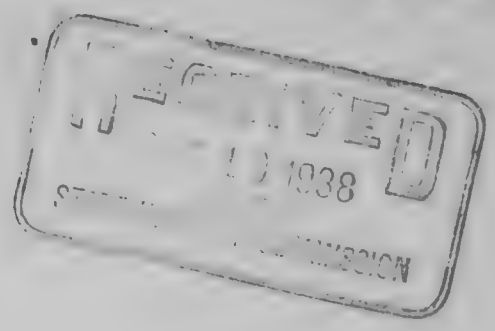
Letter returned to Mr. Dyer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

August 9, 1938

POST OFFICE BUILDING
PORTLAND, OREGON



Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of July 14th raising a number of questions in connection with Oregon US Works Program Grade Crossing project WPGH-190-G, the Wall Creek section of the Pacific Highway.

The Southern Pacific Company has made inquiry of our Washington office regarding reimbursement in connection with the project. We presume that final settlement of the carrier's claim is being withheld by your office pending payment of the final voucher, and we, therefore, request that the required information be expedited so that we can forward the voucher with our recommendation for payment.

Yours very truly,

W. H. LYNCH
District Engineer

By: F. E. Andrews,
Sr. Hwy. Engr.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

July 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon U.S. Works Program Grade Crossing Project WPGH 190-G, the Wall Creek section of the Pacific Highway.

Extra Work Order No. 1 for building a construction office was issued May 6, 1936, and approved by this office August 6, 1937. However, since that time we have been advised that it is the practice of the Bureau to credit at least 50 percent salvage as computed against the labor and materials entering into the construction of such a building. It will, therefore, be necessary to eliminate half of the claim for work done under this work order. Presumably, a contract requirement for construction of such an office, under which the contractor was given the building on completion of the project, would obviate the difficulty, as the cost and salvage value presumably would be taken into consideration in bidding.

The bill for work done under Extra Work Order No. 3 includes claims for gasoline, timber, nails, oxygen and acetylene. We question the eligibility of the materials under your standard specification (paragraph 1058), which provides for payment "for all materials entering permanently into the work". We note the provision for payment "for any machinery****including fuel and lubricants", but are uncertain whether it is implied that the rental rate is to include or exclude the fuel and lubricants. Any further information you may be able to furnish regarding the specification or the eligibility of the particular materials will be appreciated.

Extra Work Order No. 4 for excavation appears to be ineligible since the contractor's bid prices cover all earth work. If you are able to determine the quantity and classification, allowance may be made at the bid price applicable. In case the work is determined to be properly chargeable on a force account basis, the cost of explosives is questioned as explained in the preceding paragraph.

Our field auditor at San Francisco raised several questions in connection with the railroad bill, some of which we were advised would be answered by the railroad company directly. Other items questioned include the following:

Time of J. P. Dunnegan, engineer of structural design, and time and expenses of J. F. Hincks of the general office valuation department were billed. Mr. Dunnegan's duties are believed to be supervisory in nature, and we are advised that Mr. Hincks makes field investigations in preparation of bills and was not directly engaged in construction. The claims appear ineligible but it has been our experience that in some cases a railroad company is able to furnish further information in justification of such claims. To forestall the possibility of submission of a supplemental voucher, we are bringing the matter to your attention in case you wish to make further investigation.

The claims for depreciation of tools include $45.00, the full price of a Berger level stolen on the project. We do not believe that loss of the level is a proper charge against the State or Federal Government.

We assume that the appraisals were all checked by items when the tools were issued and returned and that the depreciation was due to reasonable use on the project.

It is noted that timbers used temporarily and recovered were credited at $9.71 per MBM. We do not believe that a flat rate can be approved, and in the absence of actual appraisals of the material, the depreciation must be limited to 25 percent. Also, running and light repairs and locomotive operation were claimed on time or mileage rates. At the time the work was done, no provision had been made for such claims, and unless they can be shown to represent actual costs, it will be necessary at least to reduce the claims to the rates which have since been approved.

The time of train and enginemen for deadheading in to point of assignment and being held for run where another crew bid in the job appears to be an improper charge. We are advised that 99 feet of 80# second hand rail, for which a claim of $26.40 appears on the bill, was buried in the fill. It appears, in the absence of further explanation, that the carrier should absorb the cost of the rail.

Will you please advise why the concrete pavement was carried to Station 441+77.5 instead of Station 441+69.9, as originally planned. We assume that our records should also be changed to show the exception in the description of FAP 190-G, the same as the paved length of WPGH 190-G.

Yours very truly,

W. H. LYNCH
District Engineer

#1788

March 5, 1958

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1788 for the construction of the Torrent Creek-Wall Creek Undercrossing on the Pacific Highway in Jackson County, has been completed by the contractors, Berke Bros. Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after March 15, 1958.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $146,678.40, including the final payment. Of this amount $2,958.43 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 9 1938
FOR FILING

#1788

190-7

February 10, 1938

The Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Attention: Mr. Fred C. Reed,

Gentlemen:

Reference is made to your letter of February 9th concerning Berke Bros., Contract No. 1788, construction of an undercrossing near Ashland on the Torrent Creek-Wall Creek Section of the Pacific Highway in Jackson County.

You are advised that certain price agreements have been out to the contractors for some time for signature and have not been returned. Final settlement cannot be made until such agreements have been returned properly signed. In accordance with our usual practice we will advise you ten days before final payment is made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1788

RECEIVED
FEB 10 1938
OREGON
STATE HIGHWAY COMMISSION

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF

ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

February 9th, 1938.

The Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 1788 - Bridge No. 2011
Southern Pacific Company Track near
Ashland on the Pacific Highway in
Jackson County, Oregon.

Under date of November 2nd you advised us that the above contract was completed July 26th, 1937 and accepted July 29th, 1937, and that final payment would probably be made within the next thirty days.

We have received no subsequent advices relative to the intent of the Oregon State Highway Commission to make final payment. We shall appreciate your advices in this respect, and particularly your advices as to whether there is anything unusual in connection with this contract that would necessitate a delay in the final payment of over six months.

Very truly yours,

THE AETNA CASUALTY AND SURETY COMPANY

BY Fred Reed
Resident Assistant Secretary.

FCR:MG

REFERRED TO
SECRETARY

Please reply

FORM S-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
S. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. SLAISYER, SECRETARY

December 31st, R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

NOTE

1700-7

January 10, 1938

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JAN 11 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. PAXSON

Dear Sir:

We are enclosing four copies of the Semi-Final Estimate, three copies of Form 42A, Quantity Summary Sheet, on the Wall Creek Grade Separation Project, Contract 1788, which were received from Frank Moore this morning.

You will note that the Quantity Summary Sheet is made out on the old form. We are writing Mr. Moore today for an additional set of sheets on the revised form.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock
Frank Moore

R H BALDOCK

December 31st, 1957

COST ANALYSIS FINAL REPORT
Pacific Highway, Wall Creek Undercrossing Grade Separation
Contract 1788 Prefix 15-1111

190-4

Berke Bros., Contractors
Montag & Sons, Sub-Contractors
E. C. Hall, Sub-Contractor

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,478.50	5	acres	295. 70	Lump Sum	$7,000.00
Trench Excavation	525.50	673.7	cu. yd.	0.78	1.00	673.70
Class A Excavation	12,146.10	39,838.9	cu. yd.	0.307	0.48	19,122.67
" B "	27,929.58	152,060.3	cu. yd.	0.184	0.33	50,179.90
Overhaul	1,109.55	56,985	yd. sta.	0.03	0.01	569.85
Truckhaul	18,940.15	97,129	yd. mi.	0.195	0.14	13,598.06
Finishing Roadbed & Slopes	355.60	0.21	mile	1693.33	1000.00	210.00
Rounding Cutbanks	66.50	951	lin. ft.	0.07	0.12	114.12
6" Perf. Concrete Pipe	147.00	350	lin. ft.	0.42	0.60	210.00
*Class B Concrete	11,692.70	954.69	cu. yd.	12.25	15.00	14,320.35
* " D "	13,976.74	861.46	cu. yd.	16.22	20.00	17,229.20
*Metal Reinforcement	3,966.65	88,147	lb.	0.045	0.05	4,407.35
*Structural Steel	13,029.42	217,157	lb.	0.06	0.0675	14,658.10
PA #1 18" Corr. Iron Pipe	642.25					700.00
2 9" " " " Perf.	373.21					516.00
3 9" & 12" Corr. Iron Pipe	275.25					306.60
4 Drill & Blast Solid Which was excavated on later contract	405.50					486.68
*FA #1 Build Engineers Field Office	32.95					34.40
*FA #2 Loading Test Soil East Abut.	109.85					114.80
*FA #3 Steel H Piling	2,144.75					2,144.75
*FA #4 Extra Exc. Along S.P.R.R.	151.58					151.58

NOTED

... R. Schmitt, Division Engr.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*FA #5 Leveling Course in Trench with Class B Concrete	532.92				532.92
*PA #5 Cement Adjustment	———	220.25 bbls.	2.325		- 512.08
Total	$110,022.21				$146,548.93

SUMMARY

	Work done by Berke Bros.	Work done by Montag & Sons	Work done by E. C. Hall	TOTAL
Gross Revenue	$84,465.02	$53,081.35	$9,022.56	$146,548.93
Total Cost	54,439.44	45,617.54	9,965.25	$110,022.21
Net Profit	$30,025.58	$7,443.81	—	$36,526.72
" Loss	—	—	$942.67	—
Percent Profit	35.55%	14.03%	—	24.92%
" Loss			10.45%	

W. H. Wilson, Divisio Engr.

Contract 1788

Detail of Cost of the Work Done by Berke Bros.

Labor:

Supervision		$4,268.21	
Labor		11,365.50	
State Industrial Accident Insurance		997.95	
Unemployment Insurance		102.68	
			$16,732.54

Material:

9" Corr. Iron Pipe Perf.	380 lin. ft. at 0.75	285.00	
9" " " " Bands	16 each at 0.98	15.68	
12" " " "	100 lin. ft. at 1.01	101.00	
12" " " " Bands	4 each at 1.24	4.96	
18" " " "	140 lin. ft. at 1.47	205.80	
18" " " " XSTR	140 lin. ft. at 2.20	308.00	
18" " " " Bands	15 each at 2.03	30.45	
18" " " " Elbow	1 each at 12.96	12.96	
6" Perf. Concrete Pipe	350 lin. ft. at 0.175	61.10	
			1,024.95

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	18,289.62	
Gas, Oil & Grease	5,186.41	
Explosives	6,749.85	
Drill Steel, Bit and Drilling Supplies	495.50	
Small Tools, Supplies & Misc.	1,854.59	
Bond	1,471.10	
Equipment Insurance	905.28	
General Overhead Expense	1,750.00	
		56,682.15

Grand Total Cost $54,439.44

H. R. COURTER, Division Engr.

Contract 1788

REMARKS:

This contract was bid and awarded November 30th, 1935, and work was started December 9th, 1935. Strikes delayed the shipment of steel, and the job was further delayed by inclement weather and by that part of the work performed by the R.R. company so that the job was not completed until July 26th, 1937.

The Berke Bros. did the clearing and all the excavating that could be done before the undercrossing was completed, and then moved their equipment out to another job. E. C. Hall, who had the contract for surfacing and oiling, finished the excavation (about 19,00o cu. yds. at the undercrossing) and also did the backfilling at the undercrossing. McNutt Bros. moved about 26,000 cu. yds. of excavation which had been blasted by the Berke Bros. This 26,000 cu. yds. was surplus and rather than waste this material an agreement was reached whereby McNutt Bros. who had the contract for the section immediately south moved this material and placed it in embankment on that section, to which the cost was charged.

The undercrossing and box culverts were constructed by Montag & Sons, sub-contractors. Work on the undercrossing was intermittent as conditions would permit; work was started in February 1936 and was not completed until June 1937. Strikes which delayed the arrival of materials, failure of the railroad company to complete their part of the job and inclement weather caused much delay. However, the sub-contractor by careful management made a fair profit on his part of the work.

Berke Bros. moved about 29,000 cu. yds. of Class "A" and 144,000 cu. yds. of Class "B" excavation. About 35,000 cu. yds. of Class "B" was moved with 2 cats, 1 bulldozer and 1 - 12-yard scraper without blasting. The remainder about 138,000 cu. yds. was drilled and blasted, then moved with a 1 3/4 cu. yd. shovel and 8 - 3½ ton trucks, the material consisting of decomposed granite drilled and shot easily. Only 64,500 pounds of explosives were required to blast 164,000 cu. yd., an average of 0.4 pound per cu. yd. The material broke up fine and the 1 3/4 yd. shovel made excellent progress. 138,000 cu. yds. were moved in 955 hours shovel operating time, an average of 144 cu. yds. per hour.

Berke Bros. made a very good profit on the work which they did. Montag & Sons made a fair profit on their part of the work, but E. C. Hall lost about $942.00 on the part which he did due to the necessity of intermittent operation and hand labor work required around the undercrossing. The job as a whole shows a good profit although it was not completed until 5 months after completion date.

E. H. Clymer
Cost Analyst

E. R. Goodwin, Division Engr.

Contract 1788

Montag & Sons, Sub-Contractors
Detail of Cost

Labor:			
Supervision		$2,245.89	
Labor		9,234.41	
State Industrial Accident Insurance		688.82	
Unemployment Insurance		148.30	
Old Age Benefit		33.51	
			$12,350.93
Material:			
Sand and Gravel for Concrete Including Freight & Cartage	2445 cu. yd. at 2.00	4,890.00	
Cement Net Del. on Job	2905 bbl. at 2.325	6,754.13	
Diatumageous Silica	55 sacks at 1.60	88.00	
Expansion Joints		146.98	
Reinforcing Steel	86550 lbs. at 0.028	2,423.40	
Waterstop	1625 lb. at 0.07	96.69	
Steel H Piling & Plates	56120 lb. at 0.0335	1,210.02	
	1518 lb. at 0.035	53.13	
Structural Steel	217157 lb. at 0.043	9,337.75	
Paint		110.84	
			25,110.94
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		1,950.00	
Gas, Oil & Grease		784.38	
Lumber for Trestle, Falsework, Forms etc.		1,722.78	
Freight & Cartage		622.20	
Small Tools, Supplies & Misc.		1,478.35	
Bond & Insurance		532.96	
Home Office		1,065.00	
			8,155.67
Total Cost			$45,617.54

SUMMARY

Gross Amount Earned	$53,061.35
Total Cost	45,617.54
Net Profit	$7,443.81

Net Profit Equals 14% of Gross Revenue

[illegible], Division Engr.

Wall Creek Underpass
Pacific Highway
Contract 1788
E. C. Hall, Sub-Contractor

Final Cost Report to A ugust 1, 1937

Item	Cost	Quantity	Unit Cost	Unit Bid	Revenue
Class "A" Excavation	$5,556.61	10,813.7 cu. yd.	0.492	0.48	$5,190.58
" "B" "	2,909.60	8,265.9 cu. yd.	0.352	0.33	2,727.75
Overhaul	258.70	12,955 yd. sta.	0.020	0.01	129.55
Truck Haul	1,025.06	5,712 yd. mi.	0.179	0.14	799.68
Finish Roadbed & Slopes	200.06	.14 mile	1429.00	1000.00	140.00
Rounding Cutbanks	35.20	352 lin. ft.	0.10	0.10	35.20
	$9,965.23				$9,022.56

Total Cost	$9,965.23
Total Revenue	9,022.56
Net Loss	$942.67

Net Loss Equals 10.45% of Gross Revenue

[illegible], Division Engr.

[illegible]

[illegible]

Employees

[illegible]	$ [illegible]
[illegible]	[illegible]
State Industrial Accident Insurance old	[illegible]
Unemployment Compensation	[illegible]
Old Age Benefit	[illegible]
	$4,311.18

Material Invoices

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
	[illegible]

[illegible]

[illegible]

[illegible]

W. R. Wilson, Division Engr.

Contract 1788
E. C. Hall, Sub-Contractor

REMARKS:

This contract consisted of grading work in connection with the construction of the Wall Creek Undercrossing. The contract was awarded to Berke Bros., but before completing the work a separate contract for surfacing this and adjoining sections was awarded to E. C. Hall. Berke Bros. then sub-contracted the unfinished grading work to E. C. Hall. The latter started work on November 25th, 1936, suspended work on January 2nd, 1937 on account of winter conditions, started again on Feb. 28th, 1937 and operated intermittently to complete on July 24th, 1937.

Due to the undercrossing structure, special care was exercised in blasting solid rock. The solid rock broke large and required considerable reshooting to handle with a 1 3/4 cu. yd. Marion gas electric shovel and 1½ ton trucks. Some material was pushed over the grade by a 40 h.p. cat and dozer. All Class "A" and approximately 70% of Class "B" material was drilled and shot. This required .72 lb. powder to a cubic yard of material and cost of drilling and blasting was about 24 cents per cu. yd.

Constant interruption of work, causing equipment to move in and out many times, contributed to the high cost of all items. A difficult haul to backfill the underpass structure also added to the cost of hauling items.

E. H. Clymer
Cost Analyst

By . . M. C. Smith

H. R. Worthen, Division Engr.

#1788

RECEIVED
NOV 3 1937
FOR FILING
190-9

November 2, 1937

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. Fred C. Reed.

Gentlemen:

Receipt is acknowledged of your letter of recent date concerning the Berke Bros. Inc., Contract No. 1788 - construction of an undercrossing under the Southern Pacific Company tracks on the Torrent-Creek-Ball Creek Section in Jackson County.

You are advised that this contract was completed July 26, 1937, and was accepted July 29, 1937. The total amount paid the contractors to date is $142,152.46, and the retained percentage is $4,596.47. Final payment will probably be made within the next thirty days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc: R. H. Baldock, Division Engr.

#1788
Jackson

BATES, LIVELY & PEARSON

INSURANCE GENERAL AGENTS

YEON BUILDING

PORTLAND, OREGON

RECEIVED
OCT 1937
OREGON
STATE HIGHWAY COMMISSION

October 15th, 1937.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 1788 - Bridge No. 2011, Construction of Bridge over S.P. Co.'s Tracks on the Pacific Highway in Jackson County near Ashland.

We are informed by Burke Bros., Inc., contractors on the above project that this job was completed several months ago. However, we have received no advices from the commission as to the total contract price and the date of final payment.

If this information is now available, we shall appreciate having it for the completion of our file.

Very truly yours,

BATES, LIVELY & PEARSON

By Fred Reed

FCR:LG

W. H. Gommen, Division Engr.

#1788

RECEIVED
OCT 25 1937
FOR FILING
190-4

October 25, 1937

Aetna Casualty & Surety Company,
Bates, Lovely & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Berke Bros. Inc., on Contract No. 1788 for the construction of an undercrossing under the Southern Pacific Company tracks near Ashland in Jackson County. This payment will be made on or after November 4, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc R. W. WOLLDEN, Division Engr.

190-G

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 190-G, Wall Creek Section, Pacific Highway, _____, was made by a representative of this office on September 16, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Gov

E. F. Gilmore, Division Engr.

RECEIVED
Sep 1 6 1937
Fisk

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
SEP 14 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8
190-G

SEP 10 1937

Mr. R. H. Baldock,
State Hwy. Engr.,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGH 190-G, Wall Creek Undercrossing, Pacific Highway, Jackson County, was made by a representative of this office on August 18, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

#1788

FORM 2-E-1 4M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, Secretary

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
AUG 20 1937
FOR FILING
190-9

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

July 28, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Berke Brothers completed their contract on 1788 on July 26, 1937. Will you please secure authority from the Commission to pay the final estimate on this job?

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

CAG:TH

APPROVED BY HIGHWAY COMMISSION
DATE July 29, 1937
H B Glaisyer
Secretary

W. H. Sorlien, Division Engr.

FORM S-A-1 1000 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July 2, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: C. S. PAISON

Dear Sir:

In accordance with your phone conversation, I contacted Mr. Moore and Whitmore regarding the backfilling of the Wall Creek underpass, and was informed that the contractor had started the backfilling last Monday but that on Tuesday it rained so hard he had to stop working until the grade dried up again. Mr. Whitmore has instructions to see that this work is pushed as fast as possible.

I was unable to personally contact the contractor as he was not on the job.

Very truly yours,

cc. R. H. Baldock
cc. P. P. Whitmore

K. D. LYTLE
Division Engineer

KDL:AF

NOTED

cc. F. L. OLLIVER, Division Engr.

FORM S-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
JUN 3 1937
FOR FILING
190-9

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT
June 2, 1937
SALEM

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

Herewith application for extension of time on the Wall Creek Undercrossing on the Pacific Highway in Jackson County, Berke Brothers, Inc., contractors. This extension up to and including July 31, 1937. The request is accompanied by consent of the bonding company and has the approval of the Bureau of Public Roads. In view of the reasons set forth in the letter of application I am recommending that this extension be granted without penalty to the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP MK
cc H. B. Glaisyer
W. A. Reeves

cc F. Gollier, Division Engr.

RECEIVED
AUG 21 1937
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE NO. 190-G

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
MAY 14 1937
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

May 13, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon WPGH 190-G, Wall Creek Section of the Pacific Highway, covering period from November 15, 1935 to April 15, 1937, submitted in amount of $7,475.00.

Attention is called to the extension under the grading section of 12,000 yd. sta. of overhaul at one cent, which is $120.00. The voucher shows for this item $1,200.00.

On the basis of the proper extension the total work done and the total claim is $123,760.00, and the net claim is $6,395.00.

The voucher is recommended for payment in this reduced amount. On the next voucher, please show previous payments as $123,760.00.

Very truly yours,

W. H. LYNCH
District Engineer

7470.00
6945.00
1050.00

J 93

R. V. H.

FORM S-A-1 9M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 30 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

April 27th, 1937.

APR 29 1937
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

190-1

NOTED
State Highway Engineer

E. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

Re: Extension of Time on Wall Creek Crossing.

Under date of April 17th, W. A. Reeves wrote this office that the surety company bonding Berka Brothers had agreed to an extension of time.

Very truly yours,

K. D. LYTLE
Division Engineer

By
Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

FORM S-A-1 SM 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. SLAUSON, KLAMATH FALLS

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 24 1937
FOR FILING

190-9

OREGON STATE HIGHWAY COMMISSION

SALEM

April 22, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 23 1937
COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTENTION: G. S. PAXON, Bridge Eng'r

Dear Sir:

Berke Brothers, who have the contract for the construction of bridge #2011, Wall Creek section of the Pacific Highway, contract #1788, requests an extension of time on their contract to July 31, 1937.

Due to delays caused by various events including shipping strikes, which delayed the arrivals of materials, and due to delay caused by the failure of the railroad company to complete the work that was to be done by them, all of which occured were not controllable by the contractor, it was impossible for them to complete the job within the original specified time.

The delay in arrival of material also threw the other work into a season when it was impossible to work.

As none of this was due to the fault of the contractor, I would recommend that the extension of time to July 31 be granted without penalty.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:lc

cc: R. H. Baldock

W. J. Wehrlen, Division Engr.

RECEIVED
MAR 18 1937
FOR FILING
190-9

#1788

March 18, 1937

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Fred C. Reed.

Gentlemen:

Receipt is acknowledged of your letter of March 17th concerning the Berke Bros. Inc., Contract No. 1788 - Undercrossing under the S. P. Co. tracks on the Torrent Creek-Wall Creek Section in Jackson County.

You are advised that the above contract is approximately 77% complete and will not be completed until about June 30th. The total amount paid the contractors to date is $110,512.91 and the retained is $11,907.58.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

A. M. Dodson, Division Engr.

#1788.
Yoakum.

BATES, LIVELY & PEARSON

INSURANCE GENERAL AGENTS

YEON BUILDING

PORTLAND, OREGON

RECEIVED
MAR 13 1937
HIGHWAY COMMISSION

March 17th,

1
9
3
7

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Bridge No. 2011 on South Unit of
Torrent Creek, Wall Creek Section,
Jackson County.

We are interested in knowing the status of the contract covering the construction of the above bridge, which was sublet to C. J. Montag & Sons by Berke Bros., Inc. According to our records this bridge was completed in February.

Will you kindly advise us if it has been completed and the total amount to be paid to the contractor?

Very truly yours,

BATES, LIVELY & PEARSON

By Fred C. Reed

FCR:MG

E- $122,420.29 - Less 1%
CK- 11,907.38
SJ- $110,512.91

7790

E. R. OLLIER, Division Engr.

RECEIVED
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Stencil No. 124
Oregon FAP No. 190-G
Wall Creek Section of
Pacific Hwy.

February 17,1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caufield
Highway Engineer

Encls.

H. R. Collier, Division Engr.

Hyp. 30318

Form P. R. 2

State ..... Oregon .....

Project No. ... 190-C .....

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

H. R. COLLIER, Division Engr.

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7½ day of January, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 1932, a project statement, which was approved by the Secretary on the 17th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 21st day of October, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, five hundred eighty and no/100

dollars ($4,580.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

R. W. WINNER, Division Engr.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws 1917; Chap. 31, Laws 1929
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 429+50, the south end of section E of said project, in the NE¼, sec. 17, T. 40S., R. 2E., W.M., and ending at survey station 451+30, at the north end of section H of said project, in the NE¼, sec. 17, T. 40S., R. 2E., W.M. (excepting therefrom that portion between survey stations 438+89.1 and 441+69.9)

, length 0.358 of a mile, in Jackson County, being Section A of Oregon project No. 190, consisting of 0.358 of a mile of roadway and no bridges, each of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

E. R. GOLDER, Division Engr.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of four thousand, five hundred eighty and no/100 dollars ($4,580.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seven thousand, five hundred and no/100 dollars ($7,500.00), the approved total estimated cost of Section 6 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

H. K. GOLDEN, Division Engr.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of February, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Goodrich

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By W. D. Leary

Acting Chief, Bureau of Public Roads.

8—5618

H. E. COLLIER, Division Engr.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 190-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $7,500.00 as the total estimated cost of said project, and the sum of $4,500.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of February one thousand nine hundred and thirty seven

SECRETARY OF AGRICULTURE,

By W. C. Lowdermilk
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4939

FORM S-S-1 SM 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

RECEIVED
JAN 23 1937
FOR FILING
190-9

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 21, 1937.

Burke Brothers, Inc.,
Huntington, Oregon

Gentlemen:

I am attaching hereto six copies of price agreement No. 4 on the Wall Creek Undercrossing job covering the shooting of the cut at the south end of that project.

I understand that this matter has been agreed upon between you and Mr. Lytle.

Will you please execute these price agreements and return them to this office so that they may be presented to the State Highway Engineer for his consideration?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP
Enclosures

cc R. H. Baldock
K. D. Lytle

E. F. COLLIER, Division Engr.

RECEIVED
JAN 26 1937
FOR FILING
190-7

January 21, 1937.

Mr. R. H. Baldock

I am returning herewith price agreement No.4 on the Wall Creek Undercrossing Project, which price agreement covers the payment to Berke Brothers for shooting the cut between Stations 443 and 451+30.

There were some 26,000 yards of material in this cut over and above that necessary to complete the embankment on the Berke Brothers contract. Rather than waste this material, an agreement was reached whereby McNutt Brothers who have the contract for the section immediately south, would move this material and place it in embankments on that section. Berke Brothers had already shot this cut, and the attached price agreement covers their cost of shooting.

The agreement entered into with McNutt Brothers takes into account the fact that this cut had been shot, and the price given us by McNutt Brothers for moving the material is based upon the loosened material. We are therefore not paying twice for this blasting.

G. S. Paxson

GSP:AP

R. H. Baldock, Division Engr.

FORM S-A-1 SM 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JAN 14 1937
FOR FILING
190-9

JAN 14 '37
IN REPLY PLEASE
REFER TO FILE NO.
STATE HIGH.

Jan. 12th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith Price Agreement covering the cost of the blasting done by Berke Bros. on the Wall Creek under crossing Section of the Pacific Highway between stations 443+00 and 451+50. As you know, there was some 26,000 yards left in this cut and I have arranged to have it moved by McNutt.

Some of this yardage had already been shot and I feel that Berke Bros. are entitled to payment for this work. I corresponded with Mr. Berke relative to his cost and he advised that they actually spent $425.20 to which I have arbitrarily added 15% making the total cost $486.68. I felt that the contractor would be entitled to this 15% profit. They have been very kind and agreeable in regard to this change and I recommend that the agreement be left as written.

If this meets with your approval, will you kindly send it to Berke Bros. for their signatures?

As we have not received copies of the other price agreements, I am unable to fill out the column on the lower right hand side showing total authorization, etc. Will you please have this done?

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. C. S. Paxson

KDL:AF

R. H. BULLEN, Division Engr.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 190-G
Wall Creek Sec. of the
Pacific Hwy.

POST OFFICE BUILDING
PORTLAND, OREGON

December 21, 1936

RECEIVED
DEC
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Flor

E. R. COLLIER, Division Engr.

RECEIVED
NOV 30 1936
FOR FILING

190-9

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sirs

Herewith are enclosed six copies of estimate as basis for project agreement for the Wall Creek Section, F. A. Project No. 190-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

cc: R. H. GUILBERT, Division Engr.

Oregon State Highway Department — Federal Aid Project No. 190-C

BALL CREEK SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1936

Statement of Computated Federal Aid Work to be Made Prior to Submission of Final Voucher.

NEW WORK

Surfacing and Bituminous Macadam
(Sta. 429+50 to 433+99.1) (Sta. 441+69.9 to 451+30)

500	cu. yds.	Excavation, Single Classification	$ 0.30	$ 150.00
400	yd. mi.	Truck Haul	0.14	56.00
0.36	mile	Finishing Roadbed and Slopes	200.00	72.00
600	cu. yds.	Granite in Leveling Course and Shoulders	0.40	240.00
700	yd. mi.	Hauling Leveling Course and Shoulders	0.15	105.00
1,300	cu. yds.	Coarse Materials in Surfacing	1.40	1,820.00
350	cu. yds.	Key Materials in Surfacing	1.50	525.00
220	cu. yds.	Screenings	1.40	308.00
240	cu. yds.	½" Rock in Shoulders	1.40	336.00
80	cu. yds.	Filler	0.40	32.00
120	yd. mi.	Hauling Filler	0.15	18.00
210	M-Gal.	Sprinkling	1.50	315.00
0.36	mile	Preparation of Base	100.00	36.00
570	cu. yds.	Mineral Aggregate in Place	2.80	1,596.00
38	tons	Asphalt in Place	25.00	950.00
10	tons	Cutback Asphalt in Binder Course	26.00	260.00
			Subtotal	$ 6,819
			10% Engr. & Cont.	681
			Total	$ 7,500

Length 0.358 mile
Cost per mile $ 20,949

Federal Aid Funds Requested- $ 4,580
State Funds- 2,920

$ 7,500

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

H. K. COLLIER, Division Engr.

RECEIVED
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE NO. 190-G

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

October 21, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 190-G, the Wall Creek Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Please submit five copies of title sheet for the Federal Aid project, as covered in telephone conversation between Mr. Probert and Mr. Davis on October 20th.

Very truly yours,

W. H. LYNCH
District Engineer

Enc

E. F. COLLINS, Division Engr.

RECEIVED
NOV 30 1936
FOR FILING

190-9

October 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Wall Creek Section, F. A. Project No. 190-D.

Five blueprint copies of the quantity summary sheet and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

S. H. COLLIER, Division Engr.

Oregon State Highway Department — Federal Aid Project No. 190-G

WALL CREEK SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 16, 1936

Statement of Completed Federal Aid Work to be Made Prior to Submission of Final Voucher.

NEW WORK

Surfacing & Bituminous Macadam
(Sta. 429+50 to 439+89.1)(Sta. 441+69.9 to 451+30)

500	cu. yds.	Excavation, Single Classification	$ 0.50	$ 250.00
400	yd. mi.	Truck Haul	0.18	72.00
0.36	mile	Finishing Roadbed and Slopes	100.00	36.00
600	cu. yds.	Granite in Leveling Course & Shoulders	0.40	240.00
700	yd. mi.	Hauling Leveling Course & Shoulders	0.14	98.00
1,300	cu. yds.	Coarse Materials in Surfacing	1.75	2,275.00
350	cu. yds.	Key Materials in Surfacing	1.75	612.50
220	cu. yds.	Screenings	1.75	385.00
240	cu. yds.	½" Rock in Shoulders	1.75	420.00
80	cu. yds.	Filler	0.40	32.00
120	yd. mi.	Hauling Filler	0.18	21.60
210	M-Gal.	Sprinkling	2.50	525.00
0.36	mile	Preparation of Base	100.00	36.00
570	cu. yds.	Mineral Aggregate in Place	2.40	1,368.00
38	tons	Asphalt in Place	26.00	988.00
10	tons	Cutback Asphalt in Binder Course	27.00	270.00
			Subtotal	$ 7,629
			10% Engr. & Cont.	762
			Total	$ 8,391

Length — 0.358 mile
Cost per mile — $ 23,438

Federal Aid Funds Requested - $ 5,120
State Funds - 3,271

$ 8,391

A 8 E-1 2300 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

40-9

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 31, 1936.

Mr. W. H. Kirkbride
Southern Pacific Co.
65 Market Street
San Francisco, California.

Dear Sir:

Your letter of August 24, requesting a change in the design of the retaining wall along your roadbed in the vicinity of the Wall Creek subway from a reinforced cantilever type to a gravity type, has been received.

We are complying with your request for this substitution, and are making up the design of a gravity wall in accordance with your drawing CH 16708, Sheet 1. Prints of this design will be submitted for your consideration as soon as prepared.

Revised plans showing the drainage of the highway embankment and the manner of placing this embankment were sent to Mr. Hank at Dunsmuir last week.

On the basis of the above, we trust that you will expedite the preparation of the necessary easement permits covering this encroachment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc W. L. Hank,
R. H. Baldock ✓
E. C. Smith
E. E. Probert

190-9

August 22, 1936

Mrs. H. C. Smith:

NOTED

Mr. Steddard of the Bureau of Public Roads was with Mr. Stephenson this week and mentioned the disposal of the over-break in the big cut south of the Wall Creek Undercrossing.

It was his thought that the Berke contract should be shortened to a point where the yardage moved from the cut would just complete the fills on the Berke section and that the additional materials should be placed in the Wall Creek-Siskiyou Section and the quantities balanced by throwing out the line farther south. He told Stephenson that such a scheme would receive the approval of the Bureau.

I am giving you this for your information.

G. S. Paxson

GSP LD

cc R. H. Baldock

E. A. CULLIER, Division Engr.

190-9

COST ANALYSIS TO AUGUST 15th, 1936

Pacific Highway, Wall Creek Undercrossing, Grade Separation
Contract 1788, Prefix 15-1111

Berke Bros., Contractors
Montag[illegible] & Son, Sub-contractors
Frank Moore, Resident Engineer

NOTED
[illegible] Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 1,422.42	95%			$ 6,650.00
Trench Excavation	401.81	524 Cu. Yd.	0.76	1.00	525.90
Class A Excavation	4,644.38	17,360 Cu. Yd.	0.267	0.48	8,332.80
Class B Excavation	21,267.80	120,840 Cu. Yd.	0.176	0.33	39,877.20
Overhaul	360.00	12,000 Yd. Sta.	0.03	0.01	120.00
Truck Haul	12,606.50	65,000 Yd. Mi.	0.194	0.14	9,100.00
* Class B Concrete	11,324.00	925 Cu. Yd.	12.24	15.00	13,875.00
* Class D Concrete	5,072.65	236 Cu. Yd.	21.50	20.00	4,720.00
* Metal Reinforcement	1,859.70	41,200 Lbs.	0.045	0.05	2,060.00
PA 1, 18" Corr. Iron Pipe	585.75				600.00
PA 2, 9" " " " Perf.	373.21				595.00
PA 3, 9" & 12" Corr. Iron Pipe	275.23				358.10
* Force Account (Undercrossing Structure)	2,505.92				2,295.93
	$ 62,699.37				$ 89,105.93

Gross Revenue	$ 89,105.93
Total Cost	62,699.37
Net Profit	$ 26,406.56

Net Profit Equals 29.6% of Gross Revenue

* Work on these items done by Montag[illegible].

cc. E. G. Smith

E. A. COLLIER, Division Engr.

Contract 1788

Detail Cost, Berke Bros., Contractors

Labor:

Supervision	$ 2,058.52	
Labor	10,122.44	
State Industrial Accident Insurance	657.96	
Unemployment Insurance	101.20	
		$ 12,940.12

Material:

9"	Corr. Iron Pipe	Perf.	380 L.F. at 0.73	277.40
9"	" " "	Bands	16 Each at 0.98	15.68
12"	" " "		100 L.F. at 1.01	101.00
12"	" " "	"	4 Each at 1.24	4.96
18"	" " "		130 L.F. at 1.47	191.10
18"	" " "	XSTR	123 L.F. at 2.20	270.60
18"	" " "	Bands	13 Each at 2.03	26.39
18"	" " "	Elbow	1 Each at 12.96	12.96
				900.09

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$ 14,352.57	
Gas, Oil & Grease	3,942.83	
Explosives	5,619.85	
Drill Steel Bits & Drilling Supplies	495.50	
Repairs Chargeable in Addition to Equipment Rental	1,050.00	
Bond	891.06	
Insurance	455.28	
General Overhead Expense	1,290.00	
		28,096.89

TOTAL COST . . . . . $ 41,937.10

Drill and Blast = $0.088 per cu. yd.
Exc. 113,000 cu. yds. in 702 hrs., an average of 161 cu. yds. per hr.

Work Done by Berke Bros.

Gross Revenue	$ 66,157.00
Cost	41,937.10
Profit	$ 24,219.90

Profit Equals 36.6% of Gross Revenue

cc. W. G. Smith

E. A. COLLIER, Division Engr.

Contract 1788

Approximate Cost to Montag[illegible] & Sons

Labor:

Supervision		$ 1,194.15	
Labor		5,085.62	
State Industrial Accident Insurance		352.79	
Unemployment Insurance		71.40	
			$ 6,703.94

Material:

Cement	1570 Bbls. at 2.825	4,435.25	
" Cr. Sacks & Discount		- 785.00	
Mineral Agg. for Job (Approx.)	1482 C.Y. at 2.00	2,964.00	
Diatomaceous Silica	56 Sacks at 1.60	58.00	
Expansion Joints		46.98	
Reinforcing Steel	41,500 Lbs. at 2.80	1,162.00	
Waterstop	1,625 Lbs. at 0.07	96.69	
Steel H Piling and Plates	56,120 Lbs. at 0.0355		
	1,518 Lbs. at 0.035	1,227.05	
			9,204.95

Equipment Rental, Supplies and Miscellaneous:

Equipmental Rental	990.00	
Gas, Oil and Grease	330.74	
Lumber for Trestle, Falsework, Forms Etc.	2,075.02	
Freight and Cartage	360.68	
Small Tools, Supplies and Misc.	458.29	
Bond and Insurance	638.65	
		4,853.38

COST GRAND TOTAL . . . . . $ 20,762.27

Gross Revenue	$ 22,948.93
Cost	20,762.27
Net Profit	$ 2,186.66

Net Profit Equals 9.5% of Gross Revenue

cc. W. G. Smith

E. A. COLLIER, Division Engr.

Contract 1788

REMARKS:

This contract was bid and awarded Nov. 30, 1935; work was started Dec. 9, 1935, and to Aug. 15, 1936, was about 56% complete.

The clearing consisting of about 5 acres of laurel and fir was bid high. The cost of clearing and grubbing was about $285 per acre, and the bid price was $1400 per acre. The clearing was done in Dec., Jan. and Feb.

About 26,000 cubic yards of excavation was moved with two cats, 1 angle dozer and 1-12 yd. scraper without blasting. About 112,000 cu. yds. of excavation was drilled and blasted and then moved with a 1 3/4 cu. yd. shovel and 8-3½ ton trucks. The material consisting of decomposed granite drilled easily. Only 53,500 pounds of explosives were used to blast about 112,000 cu. yds., an average of 0.48 lbs. per cu. yd. The material broke up in fine pieces and the 1 3/4 yard shovel made excellent progress. 112,000 cu. yds. were moved in 703 hrs., an average of 161 cu. yds. per hour shovel operating. The material will be harder in the bottom of the cut which will slow down production and increase cost.

The undercrossing and box culverts were subbed to Montague & Sons. The two box culverts were started in February and were not completed until July. The contractor worked intermittently on the box culverts and the undercrossing as conditions would permit. Drainage, difficult location and the change of design of one of the box culverts increased cost of Class D concrete.

Good progress was made in pouring the abutments and walls of the undercrossing, averaging about 60 cu. yds. per day with a two sack mixer. Work on the undercrossing will be delayed until the structural steel is delivered, which will be after the 1st of Sept.

This contract shows a high profit on clearing and grading. Progress will be slower when harder rock is encountered in bottom of cut, which will decrease the percentage of profit. The grading contractors had two previous contracts adjacent to this job and had their equipment and an organized crew on hand, which reduced cost.

E. H. Clymer
Cost Analyst

cc. W. G. Smith

E. A. COLLIER, Division Engr.

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
July 28, 1936

IN REPLY PLEASE
REFER TO FILE NO.

190-F

Mr. P. P. Whitmore,
Resident Engineer,
Ashland, Ore.

Dear Sir:

Our attention has been called to allegations made in a letter to the Industrial Accident Commission stating that Burke Bros., contractors on the Siskiyou Mts. are operating trucks with faulty brakes.

Will you please give us a report.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H. Baldock ✓
K. D. Lytle

cc. H. G. Smith

E. A. COLLIER, Division Engr.

July 18, 1936

Memorandum to Mr. Baldock

This note is simply to remind you to make informal investigation of the allegations made by one Benton A. Boyce, Central Point, Oregon, in a letter to the Industrial Accident Commission in which he states that Contractor Berke Bros. are operating trucks with faulty brakes on the Siskiyou Mountain Project.

H. D. Glaisyer

cc. W. G. Smith

P. A. COLLIER, Division Engr.

Central Point, Oregon
July 14, 1936

Industrial Accident Commission
Salem, Oregon.

Gentlemen:

I have a friend that went on the job to drive truck for Berke Bros. of Ashland, Oregon. He was placed on a old truck, no foot brake, no lights, compound gear placed in one gear and lever disconnected, the regular shifting gears O. K. The only brake was a hand brake that proved inadequate on the steep mountain trail over which the truck was driven. On the last trip he almost went over the grade. The boss knew the foot brake was worthless. The driver told the boss that the hand brake wasn't enough. The boss replied, pull harder.

Is life so cheap that the road contractors be allowed to use such equipment? The driver reports the other (new) trucks were kept up. He also inquired for the drinking water and was curtly informed "there isn't any."

If you are interested in learning the working conditions on this job I would suggest an investigator hire out as a truck driver. He would probably be assigned this old heap of a truck.

I have heard lots of complaint concerning this company but never gave it much thought until this last case. I know this man and know what experience he has had driving truck, so when he says that he considers the experience he had in the Siskiyous the worst he has had in trucking I took notice.

I would like to know if the laborer has any protection in this state for such conditions. Thanking you in advance for any information you can give me, I am

Very respectfully yours

(sgd.) Benton A. Boyce

cc. H. H. Baldock
cc. W. G. Smith

E. A. COLLIER, Division Engr.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPGH 190-G

POST OFFICE BUILDING
PORTLAND, OREGON

May 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

cc. R. H. Baldock
cc. W. G. Smith

Very truly yours,

E. A. COLLIER, Division Engr.

1917

Form P. R. 2

State Oregon

U.S. Works Prog. Gr. Crossing Project No. WPGH 190-G

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8518

cc. R. H. Baldock
cc. W. G. Smith

Very truly yours,

E. A. COLLIER, Division Engr.

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of March, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 9th day of November, 1938, a project statement, which was approved by the Secretary on the 17th day of December, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred eighty-eight thousand, nine hundred forty-one and 50/100

dollars ($ 188,941.50) as the share of the United States payable under said act on account of Section C of said project, which ~~does not exceed the authorized Federal pro rata shares of the~~ is approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(3)

cc. R. H. Baldock
cc. W. G. Smith

Very truly yours,

E. A. COLLIER, Division Engr.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Congress).

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 429+50 at the south end of Section E of said project in the NE 1/4 of Sec. 17, T. 40 S., R. 2 E., W.M., and survey station 451+30 in the NE 1/4 of Sec. 17, T. 40 S., R. 2 E., W.M.,

, length 0.410 of a miles, in Jackson County, being Section G of Oregon U.S.Wks.Prog.Hwy. project No. WPGH 190, consisting of 0.410 of a miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length.~~ locally as the Wall Creek Grade Separation Section of The Pacific Highway, between official control points Ashland and a point on the Oregon - California State Line near Hilt.

S—5518

not exceed 700 cubic yards. [illegible] excavation.

cc. R. H. Baldock
cc. W. G. Smith

Very truly yours,

E. A. COLLIER, Division Engr.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—8513

It is probable that trench excavation for boxes, pipes and [illegible] not exceed 700 cubic yards. I recommend that Berke be allowed trench excavation.

Very truly years,

cc. R. H. Baldock
cc. W. G. Smith

E. A. COLLIER, Division Engr.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of one hundred eighty-eight thousand, nine hundred forty-one and 50/100 dollars ($188,941.50), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [illegible] dollars ($[illegible]), the approved total estimated cost of Section 6 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

S—5218

[illegible] excavation.

Very truly yours,

cc. R. H. Baldock
cc. W. G. Smith

E. A. COLLIER, Division Engr.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14th day of May, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Mc Lain

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission.
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. P. Boyle

Acting Chief, Bureau of Public Roads.

8—5518

[illegible] excavation for boxes, pipes and drains will not exceed 700 cubic yards. I recommend that Berke be allowed trench excavation.

Very truly yours,

cc. R. H. Baldock
cc. W. C. Smith

E. A. COLLIER, Division Engr.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Hwy.Prog.Gr.Crossing Project No. WPGH 190-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 188,941.50 as the total estimated cost of said project, and the sum of $ 188,941.50 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~XXXXXXXXXXX~~ pro rata share of said total estimated cost.

Done at the city of Washington, this 14th day of May one thousand nine hundred and thirty-six.

SECRETARY OF AGRICULTURE,

By R. Y. Bowlus
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4890

excavation.

cc. R. H. Baldock
cc. H. G. Smith

Very truly yours,

E. A. COLLIER, Division Engr.

FORM S-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 21, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

On my visit to Wall Creek yesterday, contractor Berke presented a claim for trench excavation for the box culverts and culvert pipes and drains. He said he did not ask trench or structural excavation for any excavation made at the understructure itself as he was able to handle this with shovel and cat.

Frank Moore showed me a letter recently received from Mr. Reeves directing Moore to eliminate item #2 for trench excavation in future estimates. As you know, Whitmore has made estimated for the grading part of this job for Moore and he has included each month an item for trench excavation to cover work done at boxes and pipes.

In my estimate and suggestions for Wall Creek Section I included trench excavation as provided in orders from H. G. Smith that this item be included in every contract hereafter. An item for trench excavation was included in the bid items and Berke bid $1.00 per yard so that if item #2 is cut out out of the estimate, Berke's bid would be reduced six or eight hundred dollars. The contract is somewhat contradictory. In one paragraph it says "All excavation including excavation for the structure and for box culverts and pipes shall be classified as class "A" or class "B", and in another paragraph it says "Trench excavation shall be paid for".

Berke has performed two adjoining contracts in both of which he had trench excavation. He has never been inclined to argue about specifications or classifications but feels that in the present case he should have trench excavation for work performed on box culverts and pipes and drains. He says he figured on this when he bid.

A decision on this should be reached promptly because price agreement will be necessary to put in the 3" perforated iron drains and Berke will put these in at $1.00 per foot if allowed trench excavation and will want more money if not allowed trench excavation.

It is probable that trench excavation for boxes, pipes and drains will not exceed 700 cubic yards. I recommend that Berke be allowed trench excavation.

Very truly yours,

E. A. COLLIER, Division Engr.

cc. R. H. Baldock
cc. H. G. Smith

FORM S-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 21, 1938

IN REPLY PLEASE REFER TO FILE NO.

G. S. Paxson
State Bridge Engr.
Salem, Oregon.

Dear Sir:

In compliance with your telephoned request to Mr. Cannon, I inspected Wall Creek project yesterday with Whitmore, Frank Moore, Mr. Martin, the Southern Pacific Inspector, and contractor Berke.

The contractor has placed some asphalt in the cracks in the railroad concrete box culvert so that practically all the water is now going down the temporary flume fixed by Berke to divert the water from our 8x8 box culvert under construction. They expected to pour floor of our box today. I understand George Taylor, Assistant Division Engineer for Southern Pacific, offerred to furnish 180 feet of 30" corrugated iron pipe if the State would install it in their box culvert which has cracked and shows signs of failure. I believe we should not co-operate with the railroad in repairing or renewing the culvert under their fill.

I suggested to Moore that he place four perforated corrugated drains so that (1) any seep from the railroad box culvert will be picked up and put through our box and (2) any other ground water following present slope or entering fill from ditch between railroad and highway grade will be taken into box culvert and not permitted to saturate fill or cause undue pressure on our box. I think regardless of the possible leak from railroad culvert, we should put in these drains to insure against any future chance for saturation of our high fill over our box culvert.

The railroad inspector asked if the State would provide a flume or some other method of handling the water from Wall Creek, which the railroad would like to divert through the 36" concrete pipe on the south side of Wall Creek while they are making repairs to the present box which is in the bottom of the draw. I told him that I thought we could co-operate by building temporary flume to handle the water and think in any case we should place an 18" culvert across our grade approximately opposite this 36" culvert under railroad grade. This 18" culvert would handle water from the west side of the undercrossing structure and could be used by the railroad people when making repairs to their culvert. Trusting this will be satisfactory,

Very truly yours,

E. A. COLLIER
Division Engineer

CC R. H. Baldock
CC. H. G. Smith
P. P. Whitmore
Frank Moore

EAC:AF

190-G

April 29, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 27, 1936, we are enclosing herewith five copies each of the special provision pages covering the method of remedying defects in structural steel by welding, which pages are to be inserted in the bid proposals for the Wall Creek Section, Project No. WPGH 190-G, to make them conform with the copies of contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 28 1936
OREGON
STATE HIGHWAY COMMISSION
PORT OFFICE BUILDING
PORTLAND, OREGON

April 27, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to copies of contract for Oregon WPGH 190-G recently submitted. We note the inclusion in the special provisions of two pages covering the method of remedying defects in structural steel by welding.

As these pages are not in the proposal form, we request that you furnish us sufficient copies of them to complete our records. It will be necessary to hold the initial voucher on this project until copies of these pages are at hand.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Wm Cr. Sutri
Contr 1788

FORM S-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE
RECEIVED
APR 28 1936
OREGON
HIGHWAY COMMISSION

190-B

OREGON STATE HIGHWAY COMMISSION

SALEM

April 27, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTN: H. G. SMITH

Dear Sir:

Your letter of April 18th, at hand concerning complaint from C. H. DeLap about muddy condition of Wall Creek.

Wall Creek was very muddy two or three weeks ago when the contractor was excavating there and there will be some mud in the creek until the contractor has completed construction of the culvert. After that time I think there will not be any great amount of mud in the water. As you know this is a bridge contract and I have mentioned the above matter to Frank Moore in charge of the contr ct and have asked Berke, the contractor, to avoid stirring up any more mud than possible and to construct a little settling basin below our grade to take out the coarsest mud.

It will lead to a great deal of expense if the Commission extends water pipes because streams are riled up by our operations or contaminated by construction of highways. In this connection, I have seen many streams in a very muddy condition as a result of placer mining. I also doubt if there is any law in this State which would prevent the owner of land, for instance above Wall Creek, from raising hogs thereon, which would contaminate the stream and make it unsuited for drinking purposes.

When our work is finished our long culvert will practically connect with the present culvert under the railroad grade and I think the difficulty will be largely eliminated.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPGH 190-G

POST OFFICE BUILDING
PORTLAND, OREGON

March 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

FORM S-A-1 SM 1-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. SLAUSTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 10th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the box culvert at Wall Creek. I made arrangements with Mr. Paxson that a concrete box culvert be built, somewhat on the line of your proposal and as shown on the accompanying vicinity map.

It is my understanding that Mr. Paxson is handling the installation of this culvert and has advised the contractors to proceed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
G. S. Paxson

FORM S-541 SH 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

190-9

March 9, 1936

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 10 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Roger Mything called me from Klamath Falls last night, urging the installation of Armco extra strength, triple dipped corrugated iron pipe under the fill at Wall Creek recently inspected by us.

He quoted $5.55 per foot installed for ten gage 24" protected invert triple asphalt dipped and said that his company could make a tapered inlet if desired. He also said that he had had written you so I presume you have the information. He said that the State was placing a somewhat similar pipe under an 85 foot fill on Wolf Creek.

It will be of material advantage to the contractor to place a metal culvert at Wall Creek rather than a reinforced concrete box. Against that interest is the State's cost for maintenance.

You planned to discuss this with Mr. Paxson and the contractor should be advised of the decision at the earliest possible date in order to avoid delay.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

REFERRED TO
H.G. Smith
I don't believe
we should do
this on me

190-G

February 27, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Wall Creek Section, Project No. WPGH 190-G.

The previous estimate included the item of "6-inch Perforated Concrete Pipe" in the roadwork quantities, but this appears to be in error, and we have included the item in the structure in the agreement estimate. We have also segregated the roadwork into two types as requested in your letter of November 15, 1935.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Crossing Project
No. WPGX 190-G

[redacted] SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1936

ROADWORK

Grading (Station A29+50 to A38+89.1)
(Station A41+69.9 to A51+30)

All Required		Clearing and Grubbing		$ 6,112.20
1,250	cu. yds.	Trench Excavation	$1.00	1,250.00
84,400	" "	Class "A" Excavation	0.48	40,512.00
89,600	" "	Class "B" Excavation	0.33	29,568.00
35,000	yd. stas.	Overhaul	0.01	350.00
107,000	yd. mi.	Truck Haul	0.14	14,980.00
0.36	mile	Finishing Roadbed & Slopes	1,000.00	360.00
2,200	lin. ft.	Rounding Cutbanks	0.12	264.00
290	" "	18" Concrete Pipe	2.50	725.00
200	cu. yds.	Class "D" Concrete	20.00	4,000.00
34,000	lbs.	Metal Reinforcement	0.05	1,700.00
		Subtotal		$99,821.20
		10% Engr. & Cont.		9,982.12
		Total		$109,803.32
		Length	0.358 mile	
		Cost per mile	$306,713.18	

Concrete Pavement (Station A38+89.1 to A41+69.9)

All Required		Clearing and Grubbing		$ 887.80
15,000	cu. yds.	Class "A" Excavation	$0.48	7,200.00
10,000	" "	Class "B" Excavation	0.33	3,300.00
0.05	mile	Finishing Roadbed & Slopes	1000.00	50.00
300	lin. ft.	Rounding Cutbanks	0.12	36.00
220	cu. yds.	Class "D" Concrete	20.00	4,400.00
6,000	lbs.	Metal Reinforcement	0.05	300.00
		Subtotal		$ 16,173.80
		10% Engr. & Cont.		1,617.38
		Total		$ 17,791.18
		Length	0.052 mile	
		Cost per mile	$342,138.07	

STRUCTURE

600	cu. yds.	Class "A" Excavation	$0.48	$ 288.00
400	" "	Class "B" Excavation	0.33	132.00
1,080	" "	Class "B" Concrete	15.00	16,200.00
430	" "	Class "D" Concrete	20.00	8,600.00
72,000	lbs.	Metal Reinforcement	0.05	3,600.00
200,000	"	Structural Steel	0.0675	13,500.00
750	lin. ft.	6" Perforated Concrete Pipe	0.60	450.00
				$42,770.00

Work to Be Performed by St.P. RR Co's. Forces

All Required	Shift and Reshift Track, Move Telegraph Line and Maintain Railway Traffic	$13,000.00
	Subtotal	$55,770.00
	10% Engr. & Cont.	5,577.00
	Total	$61,347.00

Length 0.000 mile

WPGM Funds Requested:

Graded Roadway- - - - - - - - - - - - - - - -	$109,803.32
Concrete Paved Roadway- - - - - - - - - -	17,791.18
Structure - - - - - - - - - - - - - - - - - -	61,347.00
	$188,941.50

ESTIMATE OF LABOR AND MATERIALS

	Graded Roadway	Paved Roadway	Structure
Estimated Labor Required	68,000 man hours	10,000 man hours	20,000 man hours
Cost of Labor	$42,000	$ 6,000	$16,000
Cost of Materials	$ 2,400	$ 1,500	$17,000

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maint: Chap. 41, laws 1927

FORM S-A-6 3M- 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 25th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sirs

In regard to the layout of the drainage on North Hall Creek on the Hall Creek Grade Separation Project.

I have discussed this at considerable length with Mr. Paxson and Mr. Stevenson, and I am unable to find any serious objection to their scheme as outlined, particularly since it seemed to meet with the approval of the railroad company.

It is impossible for me to make an inspection of it this week, but I will endeavor to do so the forepart of next week.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 5M 11-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

615 615

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

190-4

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 24, 1926

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On my trip to Ashland, Friday I found Mr. Moore and Mr. Whitmore were considering change in the drainage for North Wall Creek.

Mr. Whitmore originally had a 8x8 concrete box culvert staked out near station 455 emptying opposite approximate station 454. Mr. VanSoey inspected this location early in January and it was decided that the culvert should be placed in the bottom of the draw emptying opposite approximate station 453. As shown by the vicinity map prepared by J. B. Weaver there is a 36" irrigation culvert pipe under the railroad opposite approximate station 437+50 . Mr. Moore has suggested to Mr. Chase and Mr. Stephenson that an 18" metal pipe be placed in the bottom of the draw, station 455, and that the creek be diverted through the 36" pipe under the railroad and that a 36" pipe be placed under the highway directly opposite and a rubble masonry flume be constructed between the two pipes. In order to safely conduct the creek to the railroad culvert, it was planned to place 36" pipe about 120 feet long above the railroad culvert.

The arrangement outlined above would be cheaper than to build a concrete box on the bottom of the draw and the contractor anticipates trouble in constructing the box culvert in the bottom of the draw on the steep grade.

The objections to this suggestion are:

1. Metal pipe placed under 60 foot fill could not be replaced except at great expense.

2. Conducting the water out of its natural channel to the 36" culvert pipe, which crosses the railroad 15 or 20 feet above the railroad box culvert, and releasing the water on the hillside beyond the toe of our fill might easily cause difficulties in the future.

3. The railroad company would probably object to the placing of a culvert at 455 smaller than their culvert which is an arch box somewhat smaller than a 8x8. The contractor should have steel for this box and construct the box or should place the metal pipe as soon as possible in order to avoid delay in grading operations. If the railroad insists, it will be necessary to place a culvert pipe under our grade at station 437+50 although they are not using the irrigation at all at present.

FORM S-A-1 6M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

615 C16

190-4

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 24, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On my trip to Ashland, Friday I found Mr. Moore and Mr. Whitmore were considering change in the drainage for North Wall Creek.

Mr. Whitmore originally had a 5x5 concrete box culvert staked out near station 455 emptying opposite approximate station 454. Mr. VanDecy inspected this location early in January and it was decided that the culvert should be placed in the bottom of the draw emptying opposite approximate station 455. As shown by the vicinity map prepared by J. B. Weaver there is a 36" irrigation culvert pipe under the railroad opposite approximate station 457+50 . Mr. Moore has suggested to Mr. Chase and Mr. Stephenson that an 18" metal pipe be placed in the bottom of the draw, station 455, and that the creek be diverted through the 36" pipe under the railroad and that a 36" pipe be placed under the highway directly opposite and a rubble masonry flume be constructed between the two pipes. In order to safely conduct the creek to the railroad culvert, it was planned to place 36" pipe about 120 feet long above the railroad culvert.

The arrangement outlined above would be cheaper than to build a concrete box on the bottom of the draw and the contractor anticipates trouble in constructing the box culvert in the bottom of the draw on the steep grade.

The objections to this suggestion are:

1. Metal pipe placed under 60 foot fill could not be replaced except at great expense.

2. Conducting the water out of its natural channel to the 36" culvert pipe, which crosses the railroad 15 or 20 feet above the railroad box culvert, and releasing the water on the hillside beyond the toe of our fill might easily cause difficulties in the future.

3. The railroad company would probably object to the placing of a culvert at 455 smaller than their culvert which is an arch box somewhat smaller than a 5x5. The contractor should have steel for this box and construct the box or should place the metal pipe as soon as possible in order to avoid delay in grading operations. If the railroad insists, it will be necessary to place a culvert pipe under our grade at station 457+50 although they are not using the irrigation at all at present.

FORM S-A-1 SM 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 25 1936

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 24, 1936

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

-2- H. C. Smith

We are constructing a heavy fill on a steep slope immediately below the railroad fill across North Wall Creek. In my opinion the construction of the concrete box culvert in the bottom of the draw will be the best and safest construction and I recommend that the 3x3 concrete box be constructed in the bottom of the draw excavating for it to the approximate depth of the box. Profile showing length of culvert and depth of fill and grades thereof has been submitted to Mr. Chase by Mr. Whitmore.

If, after discussing this with Mr. Chase or Mr. Paxson, it appears advisable to inspect on the ground, please advise and I can arrange to go down with you.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. G. S. Paxson
cc. Frank Moore
cc. P. P. Whitmore

EAC:AF

Form 388—5M—2-35

190-9

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb 15, 193 6

Section Wall Crk - Undercrossing

Kind of work Grade Separation

Highway Pacific

Section prefix 15 - 1111 (W P O H 190 G)

Contractor Berke Bros Inc

Contract number 1788

Date of contract Nov 30, 193 5

Date of completion Feb 28, 193 7

Date work started Dec 9, 193 5

Estimated date of completion Feb 28, 193 7

Amount of contract $ 158765.

Per cent of time elapsed 17 %

Estimated cost of completed project, exclusive of engineering $ 158765.

Per cent of contract completed, based on total contract price 5 %

Engineering cost to date, $ 625., 0.4 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor had bulldozer moving ydge sta 437 - 440, 3 - 5 hr shifts per day all week.

Worked a crew 5 - 5 hr shifts excavation for culvert sta 442+63.

Signed P. P. Whitmore

P. P. Whitmore, Resident Engineer.

Address Ashland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

cc to: R. H. Baldock

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.41				
Miles partially completed					
Miles completed					
Total estimated quantities	200000.				
Estimated quantities moved or placed to date	5000.				
Average daily quantities	500.				
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	5				
Average force on project for week	10				

Percentages of men employed on contract to be secured from:

Jackson ..... County, 100 %; ..... County, ... %; ..... County, ... %; ..... County, ... %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Jackson COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors	6						

Equipment used during week: Shovels 20, Power graders ..... Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers 1, Sheet-foot rollers ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 9	Fair		
Monday 10	"		
Tuesday 11	"		
Wednesday 12	Rain		
Thursday 13	Fair		
Friday 14	Rain		
Saturday 15	Rain		

REFERRED TO
Mr. Smith
Asst. Highway Engineer
Let me about this.
190-9
Gen. Files
NOTED
FEB 13 1936

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION

SALEM

February 11th, 1936

IN REPLY PLEASE REFER TO FILE NO.

d to your letter requesting information concerning
e followed by Berke Bros. in obtaining labor on the
ssing and Grading project.

I think Berke Bros. have been very considerate in endeavoring to augment the relief labor on their project, and since relief men will not report to work, should contact the U.S. Employment Service for further lists of such names as they feel it advisable to furnish. Berke Bros. are bound only by the terms of their contract, which provides that they shall take men from the lists furnished by the U.S. Employment Service, and our verbal conversations with respect to obtaining as many relief men as possible was merely to help out the Bureau of Public Roads with respect to relief labor. Under the circumstances it is advisable for the director of the U.S. Employment Service to furnish lists of such men as he has available who will report and continue on the job.

I would suggest that you go over this situation on your next inspection trip in order to see that Berke Bros. are not delayed in the organization of their crews by any requests which we have made that they employ a high percentage of relief labor.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to R. H. Baldock

FORM S-A-1 SH 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 11th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In regard to your letter requesting information concerning the procedure to be followed by Berke Bros. in obtaining labor on the Wall Creek Undercrossing and Grading project.

I think Berke Bros. have been very considerate in endeavoring to augment the relief labor on their project, and since relief men will not report to work, should contact the U.S. Employment Service for further lists of such names as they feel it advisable to furnish. Berke Bros. are bound only by the terms of their contract, which provides that they shall take men from the lists furnished by the U.S. Employment Service, and our verbal conversations with respect to obtaining as many relief men as possible was merely to help out the Bureau of Public Roads with respect to relief labor. Under the circumstances it is advisable for the director of the U.S. Employment Service to furnish lists of such men as he has available who will report and continue on the job.

I would suggest that you go over this situation on your next inspection trip in order to see that Berke Bros. are not delayed in the organization of their crews by any requests which we have made that they employ a high percentage of relief labor.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 SM 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

190-9

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
FEB 4 1936
OREGON
STATE HIGHWAY COMMISSION

Feb. 1, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith letter in duplicate from Berke Brothers requesting permission to sub-contract the concrete work and steel on their contract No. 1788, Wall Creek Crossing, to C. J. Montag & Sons.

Also herewith find approved sub-contract in duplicate. I have returned to Berke Brothers two copies of approved sub-contract.

Very truly yours,

R. A. COLLIER
Division Engineer

cc. R. H. Baldock
RAC:AF

January 30th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

At your request, I am submitting the written explanation of the Resident Engineer for his inability to secure relief men on the Wall Creek Undercrossing, Oregon WPGH 190-C, under contract to Berke Bros., and I am also submitting a letter from the contractor. This letter, as well as other instances, indicates that the contractor is fully complying with the contract specifications, and that he and the Resident Engineer are also doing their utmost to secure the maximum number of actual relief men, but that this is impractical owing to the choice which these men have between local W.P.A. work and distant Highway work. Therefore, until the weather moderates and the men can get continuous highway work, I do not feel that the quota of relief men can be greatly increased.

I find upon careful examination of the situation that our Resident Engineers are forced to go considerably beyond the purport of our contracts if the suggestions originating in your office are followed, and I am very fearful that we will incur claims from the contractors if this policy is followed to the extent which we have been insisting upon during the last few weeks.

The examination of our inspectors indicates that the contractors have lived up to our contracts with respect to the labor provisions and shows that they have been very willing to cooperate further than that in securing relief labor. It is also my opinion that the National Reemployment Service has used the best practical judgment in assigning the proportion of non-relief laborers which they have, and I believe their policy has been forced upon them by the inequalities in the classification of relief labor and that no other course was practicable.

Considering the great amount of unemployed labor in this state which are not on the certified relief rolls, it is clearly impossible under our contracts to obtain 80% on State Highway work, and I feel that we are unnecessarily complicating the situation by the pressure which we are putting on the contractors. We will do

our utmost to secure all the relief labor that the National Reemployment Services are disposed to grant, but I suggest that you call your engineers' attention to the fact that any deviations from the written contracts are purely voluntary and that such letters as of January 18th, are uncalled for and embarrassing to this department and are not in accordance with the contractoral obligations.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

BERKE BROTHERS, INC.
General Contractors
Portland, Oregon

COPY

Lithia Hotel,
Ashland, Oregon.
Jan. 22nd, 1936.

Mr. P. P. Whitmore, Resident Engineer,
State Highway Commission,
Ashland, Oregon

Dear Sir:-

Referring to our conversation of today, we attach a copy of a letter written to Louis Ulrich on Dec. 2nd. These men, mentioned in our letter, had concluded the Clearing on the Torrent-Wall Creek job, hence our request for a transfer. Under date of Dec. 7th, Mr. Ulrich wrote us as per copy attached. Cards for these men followed within a few days after Dec. 7th, and were all dated Dec. 1st.

We take exception to the charge made by you that we have transferred men or hired men without authority, for neither on the Torrent Creek job or the Undercrossing job have we ever used a single man for whom we did not have a card from the National Reemployment Service.

About Dec. 20th, Mr. Ulrich was up to our office and requested us to put on more relief men. As we had only an old list of names at that time we requested Mr. Ulrich to furnish us with 10 relief men for each of the two shifts, in addition to the men we were using. We laid off from work Dec. 21st, for the holidays, then on Dec. 30th, 10 men worked but 3 hours due to the weather conditions.

On Jan. 3rd, 4 new relief men came on the job. They worked on the 3rd, 4th and 5th of Jan. The weather was then so bad that they refused to work longer and demanded release from this job in order to go back to C.W.A. work; the only thing we could do was to give them their checks and explain the matter to Mr. Ulrich.

We then made another request to Mr. Ulrich for more relief men, and he promised to supply them. On Jan. 15th, 7 relief men started work. The weather was extremely bad, but they insisted on working and they got in a 5-hour shift. The following day these men refused to work due to the weather and demanded that they be released to the C.W.A. work or be paid by us whether or not they worked, and as we had no authority to release them, we again referred the matter to Mr. Ulrich. The weather prevented general work on the 16th, 17th and 18th, which partially accounts for their demand for a release.

The list you refer to of 52 men was dated Jan. 15th, and was received by us on the night of Jan. 16th. Those of the men on this list who could be found at home were interviewed by our man and all who were so interviewed in regard to work declined, claiming they would not leave the C.W.A. work. And again this was referred to Mr. Ulrich by telephone and he stated that he would supply a crew of relief men. To date we have received 1 relief man, and he was one of the seven who had put in the one shift for us.

P. P. Whitmore #2.

We have told Mr. Ulrich that we would cooperate with him to our utmost, even to the point of discharging all the non-relief men who were working as laborers on this Undercrossing job and replace them all with relief men, but this he has not wished us to do. The clearing on this job will be completed within a few days and at that time we will pay off and discharge every man working as a laborer. As soon as this is done there will be some work on the culvert excavation and we will then call on Mr. Ulrich again for such laborers as we will need for that work—all of them to be relief men—and all we can do in the matter is to request them to come on this project to work.

Again we wish to call your attention to the fact that all intermediate or unskilled labor used on either of these jobs, or in fact our first job down here, have been authorized by the National Reemployment Service and we have been furnished cards for them.

We again reaffirm our willingness to cooperate to our utmost in meeting the request of the Bureau of Public Roads for the employment of relief men, but find it a difficult matter to keep them when they claim that they are paid whether or not they work, when assigned to C.W.A. work.

Yours truly,

Berke Bros. Inc.,

By (Sgd) O. E. Berke Mgr.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Ashland, Oregon.
Jan. 23, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer

Dear Sir:

This is explanation called for by your letter of Jan. 21, 1936, regarding employment of relief labor on Berke Bros. job at Wall Creek Undercrossing.

No men have worked on this job without being assigned and approved by the local office of the National Reemployment Service. The non-relief men moved from adjacent project were transferred with the permission and approval of the N. R. Service as you will see by the attached correspondence between the contractor and N. R. Service. The list mentioned as containing fifty-two names, forty-eight on relief, was sent to the contractor Jan. 15, more than a month after the job started.

Up to the present date the weather has been bad and the job has been hard to reach and the contractor and N. R. Service have had trouble to get relief men to go up there and stay on the job. The work has been carried on intermittently, due to bad weather. Most of the relief men assigned there quit of their own volition or wouldn't show up when called for. (This from the N. R. Service.)

I am asked what steps I am taking to get relief men on the job. I asked the N. R. Service to assign relief men to the job and quit assigning non-relief men. I told the contractor to hire relief men and quit hiring non-relief men. I am giving the contractor a written order to adjust his forces and bring up the percentage of relief men.

The contractor called for 10 men for work Jan. 20, the N. R. Service sent notices to 15 men and one showed up. (Mr. Ulrich's statement). If these men don't go on the Wall Creek job, which is very difficult to get in to, they are assigned to C.W.A. work which they like better.

Very truly yours,

P. P. Whitmore
Resident Engineer.

FORM S-A-1 5M 3-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

190-G

January 30th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. P. P. Whitmore
Resident Engineer
State Highway Dept.
Ashland, Oregon

Dear Sir:

I might explain farther the matter of the relief labor on the Wall Creek Undercrossing and similar jobs. Of course, we have no authority or intention of abrogating our contract in respect to the National Reemployment furnishing the labor; and therefore, we are legally handicapped in insisting that a certain number of relief men be used.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM S-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

190-4

OREGON STATE HIGHWAY COMMISSION

SALEM

January 21st, 1936

IN REPLY PLEASE REFER TO FILE No.

NOTED
State Highway Engineer

Mr. P. F. Whitmore
Resident Engineer
State Highway Dept.
Ashland, Oregon

Dear Sirs

The attached copy of a letter from the Bureau of Public Roads regarding the low percentage of relief labor on the Wall Creek Undercrossing Project is self-explanatory.

Will you please discuss the charge that the contractor removed non-relief men from adjacent projects without authority, and did not use men certified by the National Reemployment Service.

We are going to a great deal of expense to educate the contractors in all respects with the labor provisions and to secure as high a percentage of relief labor as possible. In order to do this, we must have the cooperation of the Resident Engineer in seeing that the ideas of the Federal authorities are carried out. Mr. Webber has contacted you and Berke Bros. several times, and it is hard to understand why such a deviation from established practices would not have come to your attention.

Please give this a personal explanation.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Paul VanScoy

190-9

January 18, 1936

Berke Bros., Inc.
2815 S. E. Harrison St.,
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1788 which was awarded to you on November 30, 1935, for the construction of an undercrossing on the Torrent Creek-Wall Creek Section of the Pacific Highway, in Jackson County. This copy of the contract is for your files.

Yours very truly,

HBG:MC

Secretary

FORM 2-K-1 1500 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

190-4

OREGON STATE HIGHWAY COMMISSION

SALEM

January 16, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

We are advised by telephone this morning by Mr. Knight of the Southern Pacific Company that the bond to be given by Berke Bros. to Southern Pacific Company in the amount of $20,000, under Contract No. 1788 for the construction of the Wall Creek undercrossing, had been received on January 15, 1936, and has been found to be satisfactory.

On January 2nd we recommended that the contracts be held up until this bond was received, but there now appears to be no reason why they should not be released.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza

J. W. DeSOUZA
Assistant Attorney

JWD:AW

NOTED
H B GLAISYER

ON
ABE
RICE

January 2, 1936

Memorandum re Contract No. 1788,
Berke Bros., Inc., Wall Creek
Undercrossing:

We were advised this morning by Mr. Hazelton of the Southern Pacific Company that they had not received the contractor's bond in the amount of $20,000 provided for by the contract.

It is our recommendation that the contracts be not sent out to the contractor until such time as this bond has been provided.

Mr. Hazelton stated that they would advise us when the bond had been received.

J. W. DeSOUZA
Assistant Attorney

JWD:AW

NOTED
H B GLASSY

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY H. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

1917

Dec. 18, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto find copy of a letter from Mr. Whitmore regarding Wall Creek structure. Please advise me concerning the questions asked by Montag.

1. Concrete at the structure will be of massive proportions but even so for accurate control we should have two sizes of coarse aggregate. Suggest contractor be required to provide two sizes of aggregate for the structure and abutments and that he be permitted to use the smaller size of rock only in the box culverts. It is difficult to work the coarser size gravel in the thin walls of the culverts.

2. Please request Mr. Finkbiner to advise Whitmore whether he will send a man to test gravel and sand at the plant or whether he wishes samples sent by Whitmore to the laboratory.

3. As to steel list, I have already requested Whitmore to stake off the shoofly cut and the highway cut and will ask him to determine height and length of all walls so that the complete steel list can be ordered. However until the shoofly is built Montag could not unload steel at the side because there is no place to put it and no siding closer than at Wall Creek. I think Whitmore is unduly concerned about the steel rusting as I doubt if two or three months outside in the Siskiyous would produce as much rust as two or three weeks on the Coast.

As soon as Whitmore has determined height and length of walls he will send dimensions to Mr. Paxson and give them to the contractor so that steel list can be prepared by the steel company and checked by the Bridge Department.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. G. B. Paxson
cc. N. M. Finkbiner
cc. P. P. Whitmore

NOTED

EAC:AWF

FORM 9-A-1 ON 9-55

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec. 10, 1935

IN REPLY PLEASE REFER TO FILE NO.

R.H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON
Acting Bridge Engr.

Dear Sir:

Berke Brothers, contractors on the Wall Creek Bridge, are asking Whitmore about quantities of concrete for the structure and we have requested the Salem office to send Whitmore a set of plans.

Who do you plan to have as bridge engineer on this Wall Creek crossing and how soon would he be available? I am asking Berke Brothers today how soon they expect to start work on the structure?

Along the same line, I expect some bridge work will be starting between Junction City and Eugene in the near future and I presume you will assign a bridge engineer to this work. Please advise so that if any question concerning the bridges comes up to Umpblette, I will know where to refer it.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

NOTED

1909

December 2, 1935.

Berke Bros., Inc.
2615 S. E. Harrison Street
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission, at its meeting held on Saturday, November 30, awarded to you the contract for road construction and an undercrossing under the Southern Pacific Company's tracks on the Pacific Highway south from Ashland in Jackson County, based on your bid price of $158,765.00.

You may consider this letter as your authority and our request to start your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Re-employment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBG:CK

cc - S. H. Probert
Bridge Dept.
E. A. Collier

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Grade Separation Project No. WPGH 190-G, the Wall Creek Undercrossing section of the Pacific Highway, to Berke Brothers, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

190-G

IN YOUR REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Works Program Grade Crossing Project No. WPGH 190-G, the Wall Creek section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

As covered in our telephone conversation, the section has been changed from 190-E to 190-G.

The necessary number of plan sheet No. 5734 should be submitted promptly. This also applies to sheet No. 5306 to provide data for additional heights of fill.

The estimate for the road work does not separate the portions where concrete pavement is to be placed, from the regular graded section. This should be done when submitting the Project Agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

190-G

November 15, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirt

In accord with the request of Mr. Davis by telephone, we are today sending, under separate cover, five blueprint copies of a revised title sheet for the plans of the Wall Creek Section. We have likewise changed the project number to WPGH 190-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MH

Oregon State Highway Department

U. S. Works Program
Grade Crossing
Project No. SFOE 190-E

HALL CREEK SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 15, 1935

Roadwork

All Required		Clearing and Grubbing		$ 3,000.00
1,250	cu. yds.	Trench Excavation	$ 1.00	1,250.00
99,400	cu. yds.	Class "A" Excavation	0.50	49,700.00
99,600	cu. yds.	Class "B" Excavation	0.35	34,860.00
35,000	yd. sta.	Overhaul	0.02	700.00
107,600	yd. mi.	Trunk Haul	0.15	16,050.00
0.41	mile	Finishing Roadbed and Slopes	500.00	205.00
2,500	lin. ft.	Rounding Cutbanks	0.10	250.00
290	lin. ft.	18" Concrete Pipe	2.50	725.00
750	lin. ft.	6" Perforated Concrete Pipe	0.60	450.00
200	cu. yds.	Class "D" Concrete	22.00	4,400.00
34,000	lbs.	Metal Reinforcement	0.055	1,870.00
		Subtotal		$ 113,460.00
		10% Engr. & Cont.		11,346.00
		Total		$ 124,806.00

Structures

600	cu. yds.	Class "A" Excavation	$ 0.50	$ 300.00
400	cu. yds.	Class "B" Excavation	0.35	140.00
1,080	cu. yds.	Class "B" Concrete	20.00	21,600.00
650	cu. yds.	Class "D" Concrete	22.00	14,300.00
78,000	lbs.	Metal Reinforcement	0.055	4,290.00
200,000	lbs.	Structural Steel	0.065	13,000.00
				$ 53,630.00

Work to be performed by S. P. R. R. Co. Forces

All Required	Shift and Reshift Track, Move Telegraph Lines and Maintain Railway Traffic	$ 13,000.00
	Subtotal	$ 66,630.00
	10% Engr. & Cont.	6,663.00
	Total	$ 73,293.00

Length of Roadwork 0.410 mile
Length of Structure .000 "
Total Length 0.410 "

Cost per mile, Roadwork $ 304,404.87

WPGH Funds Requested:

Roadwork- - - - - - - - - - - - - - - - - - - -	$ 124,806.00
Structure - - - - - - - - - - - - - - - - - - -	73,293.00
Total - - - - - - -	$ 198,099.00

ESTIMATE OF LABOR AND MATERIALS

	Roadwork	Structure
Estimated Labor Required	73,000 man-hours	21,800 man-hours
Cost of Labor	$ 43,600	$ 5,000 18,000
Cost of Materials	$ 30,800	$ 7,000
	4000	19000

Oregon State Highway Department

U. S. Works Program
Grade Crossing
Project No. WPGH 190-B

WALL CREEK SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 30, 1935

(4)

Roadwork

All Required	Clearing and Grubbing			$ 3,000.00
1,250 cu.yds.	Truck Excavation	$ 1.00		1,250.00
99,400 cu.yds.	Class "A" Excavation	.50		49,700.00
99,600 cu.yds.	Class "B" Excavation	.35		34,860.00
35,000 yd.sta.	Overhaul	.02		700.00
107,000 yd.mi.	Truck Haul	.15		16,050.00
0.41 mile	Finishing Roadbed and Slopes	500.00		205.00
2,500 lin.ft.	Rounding Cutbanks	.10		250.00
290 lin.ft.	18" Concrete Pipe	2.50		725.00
750 lin.ft.	6" Perforated Concrete Pipe	.60		450.00
	Subtotal			$107,190.00
	10% Engr. & Cont.			10,719.00
	Total			$117,909.00

Structure

300 cu.yds.	Class "A" Excavation	.50	300.00		
400 cu.yds.	Class "B" Excavation	.35	140.00		
1,080 cu.yds.	Class "B" Concrete	20.00	~~21,600.00~~		
650 ~~850~~ cu.yds.	Class "B" Concrete	22.00	~~17,000.00~~	14300.00	
~~118,000~~ lbs.	Metal Reinforcement	0.055	~~6,180.00~~	4290.00	
78,000 200,000 lbs.	Structural Steel	0.065	13,000.00		
			~~$58,000.00~~	53,630.00	

Work to be performed by S. P. R. R. Co. Forces

All Required	Shift and Reshift Track, Move Telegraph Lines and Maintain Railway Traffic		$ 13,000.00
	Subtotal	66630.00	$ 72,000.00
	10% Engr. & Cont.	6663.00	7,200.00
	Total	73,293.00	79,200.00
	Length of Roadwork	0.410 mile	
	Length of Structure	.000 "	
	Total Length	0.410 "	
	Cost per mile, Roadwork	$287,502.92	304,404.87

WPSH Funds Requested:

Roadwork-	124806.00	$117,909.00
Structure	13,236.00	79,200.00
Total		$197,109.00
		148,094.00

ESTIMATE OF LABOR AND MATERIALS

	Roadwork	Structure
Estimated Labor Required	75,000 man-hours	21,800 man-hours
Cost of Labor	$17,500	$5,900
Cost of Materials	$10,000	$7,000

Summary of estimated cost to perform certain items of work by Railroad forces on a force account basis and as a part of the total cost of Wall Creek Subway, all chargeable to State.

		Cost
1.	Shoofly track	$ 3,437.
2.	Shoofly trestle	5,812.
3.	Remove trestle	880.
4.	Bridge Deck	1,250.
5.	Maintenance, track & trestle	855.
6.	Signal & pole line work	445.
7.	Remove shoofly track	305.
8.	Plans & designs	400.
9.	Contingencies	1,313.
		$14,567.
10.	Salvage, trestle	$ 200.
	track	1,118.
		1,318.
	TOTAL NET COST	$13,049.
	(Use)	$15,000.

Estimate cost to perform certain items of work by Railroad forces, on a force account basis, and as a part of the total cost of the Wall Creek Subway, chargeable to State.

1 - Shoofly track, 750 ft. long (Grading to be done by State's contractor).

			Labor	Material	Total
Cross ties	220	at $1.10	$	$ 242	
S.H.rail	20 tons	at 22.40		448	
S.H.angle bars	50 pair	at 1.00		50	
Bolts, nuts	3.25 cwt.	at 3.85		13	
Spikes	30 cwt.	at 2.55		76	
Nut locks	200	at 0.03½		7	
S.H.Tie plates	1455	at 0.11		160	
2 sets Switch ties		at 45.00		90	
S.H. turnouts	2	at 250.00	150	500	
Ballast	350 cu.y	at 0.30		105	
Lay track and surface			600		
Surface approaches to new bridge			100	100	
Freight from Kennett 142 miles				561	
Material yard labor			20		
Supplies				125	
Workmen's Compensation Insurance & P.L.Ins.				90	
Contingencies			100	300	
			$970	$2,667	$3,637

2 - Shoofly trestle of untreated material - 195 ft. long

		Labor	Material	Total
Untreated piles	3.5 MLF at $0.70	$2,202.	$ 248	
Untreated lumber	32.0 MBM at 16.00		512	
Ties	9.5 MBM at 18.00		171	
Hardware			150	
Frame and place		1,000		
Move gang		150		
Unload material		200		
Work train		400	100	
Workmen's Comp. and P.L. Ins.			205	
Material Yard. Expense			64	
Freight from West Oakland 412 miles			285	
Supplies			125	
Contingencies		235	300	
		$4,187	$2,160	$6,347
3 - Cost to remove trestle		500		
Workmen's Comp. and P.L. Ins.		50		
Contingencies		75		
		$625		
Less salvage recovered		200		
Net cost				$ 425
4 - Bridge deck - Creosoted.				
100 lineal feet	at $12.00	500	700	
Workmen's Comp. and P.L. Ins.		50		
Contingencies		60	80	
		$610	$780	$ 1,390

	Labor	Material	Total
5 - Maintain shoofly track and 195' open deck trestle.			
Watchman - 3 months at $125.00	$375		
Maintain shoofly	400		
Workmen's Comp. and P.L. Ins.	80		
Contingencies	88		$943
6 - Signal and Pole Line Work.			
Bending track - shoofly	50	$ 25	
Move signals	70	50	
Move 12 poles	120	120	
Workmen's Comp. and P.L. Ins.		25	
Material yard, expense		25	
Contingencies	22	22	
	$242	$247	489
7 - Remove shoofly track			
Remove switches and connect up track, surface, etc.	100		
Tr.Ft. 700 - take up and load	140		
Bending and signal work	20	15	
Workmen's Comp. and P.L. Ins.		30	
Contingencies	26	5	
	$286	$ 50	336
8 - Plans and Designs			400
9 - Estimated total cost			$14,367
10 - Salvage recovered from track.			
GT 80 - Rail, S.H. 90# at $22.40		448	
Ea 2 - SH 90# turnouts		500	
OTM		170	1,118
Estimated net cost			$13,049
(Use)			$13,000

1500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

November 6, 1935

Mr. E. L. King, Superintendent
Southern Pacific Company
Pacific Building
Portland, Oregon

Dear Sir:

Reference is made to our previous correspondence relative to proposed form of agreement between Southern Pacific Company and State of Oregon relative to the construction of the Wall Creek undercrossing south of Ashland.

This agreement during the absence of the writer was presented to the State Highway Engineer and to the State Highway Commission on November 1st, but on account of some of the conditions therein contained approval of the agreement as drafted was withheld and we have been instructed to prepare a revised form of agreement for execution, which shall contain the following modifications:

1. In the first line of paragraph 5 on page 2, after the words "force account basis" insert the following:

> "or by contract, as hereinafter provided, all of which shall be done under the terms of and in accordance with the conditions imposed by Works Program General Memorandum No. 6, issued by Thos. H. MacDonald, Chief of the United States Bureau of Public Roads, under date of August 15, 1935, a copy of which is attached hereto and by this reference made a part hereof,".

2. On page 3, paragraph 8, retain the first subparagraph thereof. Strike out all of the balance of said paragraph 8, starting with the words "In determining the total expense" and insert in lieu thereof the following clause:

> "Notwithstanding anything to the contrary herein contained, the amount of reimbursement to be paid by State to Railroad or to The Western Union Telegraph Company for work done or items furnished by Railroad and/or The Western Union Telegraph Company shall cover only, and shall be limited to, such items as are authorized by and are not excluded as cooperative items under the terms of said Works Program General Memorandum No. 6,

> issued by Thos. H. MacDonald, Chief of the United States Bureau of Public Roads, under date of August 15, 1935, it hereby being agreed that Railroad and/or The Western Union Telegraph Company shall limit claims for reimbursement to items, charges, and expenditures authorized and approved by said Memorandum."

We are retyping the form of contract and will present two copies to the State Highway Commission for execution on November 7th or 8th, and both executed copies thereafter will be returned to you.

We believe that the changes which we have made will bring the proposed agreement in conformance with our letter to you of October 22, 1935, which we were given to understand has met with the approval of your Portland division and has been given at least tentative approval by your San Francisco offices.

We would suggest that the other agreements which may be prepared covering the grade crossing program with your company contain the same clause, modified only by the parties which may be involved.

As a point of further information, we may state that the order by the Public Utilities Commissioner covering the overcrossing at the north limits of Salem contained the following language:

> "Railroad Company thereunder will be reimbursed under the terms of Works Program Memorandum No. 6 herein referred to for all necessary expenditures in connection therewith, approved and not excluded by said Memorandum. Such claims will be paid by the Federal Government through the Oregon State Highway Commission on properly verified presentation."

All of the other orders issued by the Public Utilities Commissioner on October 31st and November 1st involving crossing projects on Southern Pacific Company's crossings, California & Eastern Railway Company's lines, Oregon-Washington Railroad & Navigation Company's line, and also on United Railway Company's crossing contained equivalent, although possibly not identical, language.

Yours very truly,

J. H. DEVERS

JHD:M
cc Mr. Alfred A. Hampson
Mr. R. H. Baldock

by J. W. DeMUZA
Assistant Attorney

FORM S-K-1 1000 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

November 6, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
O f f i c e

Dear Sir:

Reference is made to your communication of the 22nd ultimo relative to the Wall Creek grade separation project and other similar projects.

We are drafting a new form of agreement providing that the work to be done by the railroad company either on a force account basis or by a contract shall be done under the terms of and in accordance with the conditions imposed by Works Program General Memorandum No. 6 and that the submission of claims to the Department for reimbursement shall consist of only such claims as are approved by the said Memorandum. We believe that this should take care of your points Nos. 1, 2, 4, and 5.

With reference to the submission of monthly bills, as mentioned by your paragraph No. 3, we may state that this was discussed with Mr. Baldock,and owing to the fact that we are insisting that Memorandum No. 6 apply to all of the other items we should leave this particular paragraph as it is and work it out later. This is predicated upon the fact that Item No. 11 of Memorandum No. 6 provides that the highway departments should arrange for the current billing, monthly, for work done by the railroad company. It would have appeared inconsistent on our part to base our position upon Memorandum No. 6 and then attempt to waive a part of it relative to the submission of monthly bills.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock

FORM W-AM 500 6-29.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM, OREGON

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 26, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

-WALL CREEK SECTION-

ATTN: H. G. SMITH

Dear Sir:

Your letter of October 24th, received asking for suggestions for the special provisions for the Wall Creek Undercrossing Section.

As you suggest the special provisions can be made very similar to those for North Unit, Torrent Creek-Wall Creek Section recently awarded to Berkes. In my letter of April 22nd, when plans were sent in I suggested we provide for bond to protect Southern Pacific railroad against damage during construction. I have no doubt the agreement with the Southern Pacific will be included in the contract, which will cover this point.

EARLY COMPLETION OF CLEARING:

Early completion of clearing by not later than March 31st, should be required to avoid fire hazard.

CLASSIFICATION:

I have recommended single classification. However in line with the three jobs below, I expect that "A" and "B" classification will be used for this section. Protection against unbalanced bidding should be required.

CULVERT PIPE:

Provide metal pipe shall be asphalt dipped with protected invert and call for competitive bids between metal and concrete pipe.

DESCRIPTION OF WORK:

As shown on the location profile, the south end of the North Unit, Torrent Creek-Wall Creek Grading is at station 429+50 but the north end of the embankment to be made from the Wall Creek Section will lap back to station 400+50.

The south end of the project is at station 451+50. The clearing, trench excavation, class "A" and "B" excavation, rounding cutbanks and culverts, station 400+50 to 429+50, are included in Berkes present contract and the contractor on the Wall Creek Undercrossing job must not perform any work north of station 429+50 until such time as it will not interfere with Berke's operations.

[illegible] CHAIRMAN, PORTLAND
[illegible], PENDLETON
[illegible] WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

NOTED
State Highway Engineer

IN REPLY PLEASE REFER TO FILE NO.

I think it quite probable that Berke will be out of his road anyway as the structure at Wall Creek must be built before the embankment can be hauled which is to go on north of station 429+50.

On the Federal Aid sheets attached to the North Unit Torrent Creek-Wall Creek I note that ~~that~~ the culvert pipe designed for station 429+55 has been omitted. Please show 98 feet of 18" culvert pipe with 50 yards of trench excavation at this station. I also note that truck haul on the mile bracket is not shown. Please show 67,857 yard miles. Also note that amount of concrete and steel for the box culvert is not shown. Please have the Bridge Department check quantities and then place them on the plans.

The cut below the crossing is classified as 60% rock and the cut above the crossing as 75% rock. I estimate 50% class "A" and 50% class "B" in each cut. I note my estimate of April 22nd, for Torrent Creek-Wall Creek is too high for the reason that I estimated rock at 75¢ whereas Berke has bid class "A" at 50+ and Blake bid rock at 40+. The Engineer's Estimate for this job is only slightly in excess of $120,000. mentioned in your letter of Oct. 24th, and the job should not be cut short of station 451+50 to avoid a second overlap of projects.

The contractor will probably work his job from the railroad. There is a wood road leading up to a point near station 429 as shown on sketch submitted to you of April 22nd, 1935.

Attached hereto find Engineer's Estimate. Please write if additional information is required.

Very truly yours,

E. A. COLLIER
Division Engineer

CC. R. H. BALDOCK

EAC:AWF

ENGINEER'S ESTIMATE

WALL CREEK UNDERCROSSING SECTION — October 26, 1955 .

Class "C" roadbed—Sta. 400+50 to Sta. 451+50 grading.

Note:-Clearing, excavation, rounding cutbanks and drainage, station 400+50 to 429+50 not included as this part is being performed under Berke's contract. Completion of embankments, truck haul, and finishing roadbed items are included.

Clearing and Grubbing			$3000.
Trench Excavation	1135+115 - 1250 C.Y. at	$1.00	1250.
Class A Excavation	94207+5793 - 100,000 C.Y. at	.55	55000.
Class B Excavation	94207+5793 - 100,000 C.Y. at	.50	50000.
Overhaul	32500+2700 - 35,000 C.Y.M at	.02	700.
Truckhaul	97995+9007 - 107,000 Yd Mi.	.15	16050.
Finishing Roadbed and Slopes	1 Mile	250.00	250.
Rounding Cutbanks	2500 lin. ft.	.10	250.
18" Culvert Pipe (268+22)	290 lin. ft.	2.50	725.
Class "D" Concrete	250 Cu. Yd.	26.00	6500.
Metal Reinforcement	28000#	.05	1400.
			$115,125.
Contingencies and Engineering			11,525.
		TOTAL	$126,650.

E. A. COLLIER
Division Engineer

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 24, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

We have no records of having received Special Provisions for grading work necessary in connection with the Wall Creek-Undercrossing. The Special Provisions can be written up in this office, similar to the provisions for the Torrent Creek-Wall Creek Section, but before doing so we wish to know if you have any corrections or suggestions to offer dealing with special features.

For your convenience we are sending you copy of Special Provisions for the North Unit Tarrent Creek-Wall Creek Section and blue prints Federal Aid Sheets of the section as submitted to the Bureau of Public Roads for approval.

It is possible that the South end of the project may be changed somewhat in order to use all the money set up for this section. The set-up is $250,000 and we are advised by the Bridge Department that the structure will cost in the neighborhood of $35,000, leaving $120,000 for grading.

We would appreciate having your suggestions at your early convenience.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

October 18, 1938.

Mr. J. H. Devers

Herewith duplicate copies of an agreement submitted by the Southern Pacific Company covering the Wall Creek Underpass south of Ashland. These were left with me by Mr. Peikert several days ago.

I have read them over rather carefully and compared the provisions with Mr. MacDonald's Bulletin No. 6, and the agreements seem to follow this bulletin quite closely.

It would seem to me, however, that for our own protection it might be well if some stipulation were added providing that in case the federal government rejected any of the railroad's claim for reimbursement, that the state might be absolved from responsibility therefor.

Very truly yours,

G. S. Paxson

GSP:AP

cc R. H. Baldock

October 3, 1935.

Mr. E. L. King
Superintendent
Southern Pacific Co.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your communication of October first, addressed to Mr. McCullough, and having to do with the Wall Creek subway.

It is noted from this communication that you are having prepared an agreement covering the construction of this crossing. Your communication states that this agreement is being "prepared along the lines discussed" from which we assume that the various points discussed by Mr. McCullough with Mr. Folkert have been taken care of. In order that there may be no misunderstanding, however, we wish to outline the method under which the various subway structures involved in the present grade separation program should be covered.

I - General

The subway and the necessary detour or sheofly track shall be constructed in conformity with plans and specifications prepared cooperatively by the railroad company and the state. Both plans and specifications shall be approved by both parties to the agreement.

All work done by the state or any contractor for the state on railroad right of way shall be done under the supervision and to the satisfaction of the railroad company's representative.

Before any work in connection with the construction of the subway proper is begun, the sheofly shall be completed and railroad traffic routed thereover.

II - Things to be Done by the Railroad Company At Its Own Expense

1. Maintain sheofly track upon its satisfactory completion by the state, or the contractor of the state, and during progress of work on subway.

III - Things to be Done by Railroad Company at Expense of the State

1. Prepare such portions of the plans as are not to be prepared by the state and furnish tracing or vandyke negatives of such plans to the state for its use in contracting the work, provided that no charge shall be made for any plans or drawings prepared by the railroad company prior to May 16, 1938.

2. Furnish such flagmen as may be necessary to protect railroad traffic during progress of construction.

3. Furnish such inspector or inspectors as railroad company may deem necessary for the purpose of inspecting work done upon said railroad company's right of way by the state or by contractors employed by the state.

In this connection, it shall be understood that all orders, suggestions and recommendations made by such inspector or inspectors shall be given prompt and due consideration by the state, but that such suggestions and recommendations shall be made to the state's representative and not directly to the contractor or contractor's employed by the state.

4. Furnish ties, rails and such other track materials as may be required for the construction of sheofly and turnout.

5. All track material in this connection will be furnished to the state at standard prices charged other railroads or industries. Serviceable ties and track material returned to the railroad company will be credited to the state on the following basis: rails and joints 100 per cent of price at which billed state; spikes, bolts, nut locks, etc., to be credited at scrap value; frogs, switch points, guard rails and other switch materials and also all switch and track ties, shall be credited at 75 per cent of the value at which state is billed. If second-hand material is used for any of the material hereinabove noted, it shall be salvaged at 100 per cent the price billed the state.

6. Perform such labor as is necessary to line over track and make proper connections to sheofly track; and, upon completion of the subway, to re-establish connection to main line track.

In this connection, the main line track should be put and the turnout installed at such a point as will provide storage space for at least two cars of construction materials on the main line stub ahead of the sheofly turnout.

7. Perform all labor necessary for the placement of track over finished structure, including ballast, rails and ties.

8. Relocate and arrange all necessary telegraph and telephone lines and also such of the railroad company's signal lines and signals as may be necessary to permit the work herein contemplated.

IV - Things to be Done by the State

1. Complete plans for entire project, incorporating therein such plans and drawings as have been made or are to be made by the railroad company, as set forth hereinabove.

2. Prepare specifications, bidding forms, etc., and let to contract all work not specifically covered hereinabove.

The above provisions are practically identical with those which we have agreed upon in the case of other railroad companies, and we understand that they conform to the requirements of the U. S. Bureau of Public Roads

We would be very glad if you would give immediate consideration to this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc C. B. McCullough
J. M. Devers

CBMcAF

FORM S-A-1 10154 SM 1-36

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Aug. 15, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith 3 pictures of the Steinman overcrossing and 2 pictures of the Dallarnide overcrossing on the Siskiyou Section of the Pacific Highway.

These 2 structures were built in 1914 and the alignment adjacent thereto is obsolete for present traffic. The Wall Creek undercrossing is located to take the place of both of these structures as far as Pacific Highway traffic is concerned. Files are also enclosed. I have a memory of a picture of the Steinman crossing in one of the early highway reports and you might be able to find a better picture in the 1915-16 report. I do not have a copy here.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM S-E-1 10688 SM 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM
April 28, 1933.

Mr. E. L. King,
Superintendent
Southern Pacific Co.,
Union Station
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your communication of recent date in reference to the Wall Creek Undercrossing.

Particular reference is made to your suggestion that the State do the grading for the railroad sheofly. We see no reason why this should not be done, and believe it to be a good method for handling the work.

We will probably let a contract for both the structure and the adjacemt cuts in one contract. In our specifications we will instruct the contractor to do the necessary grading for the railroad sheofly at the earliest possible date whereupon you will be notified after which the sheofly track can be constructed with the railroad company's forces. As soon as the railroad track has been routed over the sheofly, our contractor can proceed with the balance of the grading and the structure, except that portion of the grading underneath the sheofly. When the traffic is rerouted over the completed structure, and the sheofly track taken up, our contractor can then complete his portion of the grading.

We believe the above procedure coincides with your ideas in the matter.

In this connection, however, we are wondering if it would be possible to build the sheofly of such length as to afford storage space for two cars on the main line during construction. This would enable our contractor to get in his equipment and materials and result in a material decrease in the cost of the job.

Mr. R. L. King. #2

In your communication you mention a print upon which a sheefly has been plotted. We have not yet received a copy of this print.

We would be glad if you would give consideration to the above request in determining the length of your sheefly track. Also, we would like to have complete information in reference to this sheefly so that we can give our contractor complete information in reference to the amount and character of grading which is necessary in connection therewith.

Very truly yours,

C. H. McCullough
Assistant State Highway Engineer

CHM:AP

cc R. H. Baldock
M. C. Smith

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

Construction
Grade Crossing
Undercrossing

OREGON STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

SALEM
January 11, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. P. P. Whitmore,
Resident Engineer,
Ashland, Ore.

Dear Sir:

A print of the vicinity map of the Hall Creek Undercrossing on the Pacific Highway is being sent you. Please check alignment, grade and tie to railroad from your data and advise this office whether or not any change is necessary.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R. H. Baldock
L.A. Collier

FORM S A-1 11824 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 6, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In regard to the Wall Creek Undercrossings- It is to be presumed that this structure will be either constructed by the railroad forces or else contracted as a separate unit under their close supervision.

Since there is so much material being hauled under the pass, it may be better to extend the Barren Creek-Wall Creek Section to include this, and provide that the contractor shall coordinate the grading at the underpass with the bridge erection.

It is not advisable to include any culverts with the underpass structure.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

(5-E-1 5042 1M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM
January 27, 1934.

Southern Pacific Company
Portland, Oregon.

Attention Mr. Alfred A. Hampson

Gentlemen:

In reference to your communication of January 12, quoting from a communication under date of January 9, from Mr. W. H. Kirkbride, and having reference to the proposed grade separation north of Ashland, we fail to see any particular point in Mr. Kirkbride's suggestions. However, in the interest of the motoring public, and for the sake of relieving unemployment, we feel that we can not quibble over petty details any longer. If, therefore, your company is going to be insistent upon this procedure being carried out just exactly in accordance with your original program (which is about the substance of Mr. Kirkbride's letter) we see no other method than to agree thereto.

In this connection, however, we wish to point out that we have been patiently waiting for weeks and weeks, in fact months, for some word from your company in reference to the plans for this structure which were submitted to you. We have repeatedly called this matter to your attention, and if we are not able to secure immediate action we are fearful that this project will have to be eliminated from the E.R.A. program.

In view of the above circumstances, therefore, we would urge that your Engineering Department be asked to speed up action on these plans, and that this department be furnished with an estimate of cost for the following:

1. Steel girders f.o.b. Ashland.
2. Construction and removal of false work.
3. Necessary track work.
4. Erection of girders.

NOTED
State Highway Engineer

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. McCullough

CWW:AF

FORM 3 1M

S 3810

Southern Pacific Company

Portland, Oregon

Alfred A. Hampson
General Attorney

January 12, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Application of State Highway Commission to Public Utilities Commissioner for authority to construct an undergrade crossing at a point near the north city limits of the City of Ashland, Oregon. P.U.C. Ore. F-1694.

Dear Sir:

I am now in receipt of copy of letter addressed by Mr. W. H. Kirkbride to our General Solicitor under date of the 9th instant. This letter reads in part as follows:

> "I note Mr. R.H. Baldock, State Highway Engineer, approves our proposed program in most respects with the exception on page 2 reading as follows:
>
> > "'We would therefore like to invite consideration to reducing the railroad force account work to just that portion involving work trains, to wit: The placement of the girder and falsework therefor, all other work, including the furnishing and delivery of structural steel to the nearest shipping point (in this case Ashland) and all track work to be done by the Contractor'.
>
> "We have found it necessary on such work to furnish the steel girder bridges ourselves. This permits us to make sure of obtaining bridges in conformance of our specifications and it further permits us to control the quality of the material and workmanship. We always obtain competitive bids on the material which could be obtained f.o.b. Ashland, removing this amount of cost from any degree of uncertainty.

"The construction of the falsework and removal of same as well as the track work is always more or less uncertain; however, we can give a very close estimate of its cost after the detailed plans are agreed upon.

"A set of proposed plans were submitted through Mr. King's office which have certain objections and at the present time am investigating them to determine what modifications are necessary to meet Railroad approval, which we anticipate will be concluded this week.

"Summarizing further our proposal we would

"(1) Purchase steel girders f.o.b. Ashland. This price would be known in advance.

"(2) Railroad would construct falsework. This is always uncertain especially in location in rocky soil such as obtains at the site of proposed Ashland subway. However, it would be kept within reasonable bonds and no doubt would not exceed our estimate.

"(3) Railroad would do all necessary track work which would more or less be nominal in this case.

"(4) Erect the steel girders. The cost could be estimated very closely but the exact amount would not be known until the job were completed because the girders have to be placed at times when train interference would be the least.

"We would prefer to have the State's engineer supervise the work to be carried out under the contract issued by the State Highway Department and the Railroad only have the responsibility for the work performed by their forces."

Will you please advise me whether the suggested modifications of program outlined in your letter of the 2nd instant will meet with your approval.

14/16

Very truly yours,

Alfred A. Hampson

CONTRACT# [redacted] 1789, 1801

WPGH 262-A Awbrey-Eugene Sec., Southern 1935
1789 Pacific Co. O'Xing
1801

RECEIVED
FOR FILING
1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 202-A

POST OFFICE BUILDING
PORTLAND, OREGON

December 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 202-A, the Arvard-Eugene section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
FEB 26 1938
FOR FILING

262-A

December 15, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Arvard-Eugene Section, F. A. Project No. 262-A.

Five bid proposals and five blueprint copies each of plan sheets numbers 1 and 2-A are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 262-A

ASHLAND-MEDFORD SECTION OF THE

JUNCTION CITY-MEDFORD HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 15, 1937

Concrete Pavement (Sta. 474+68 to 540+00)(Estimated Prices)

600	cu. yds.	Earth Cover on Slopes	$ 0.50	$ 300.00
600	yd. mi.	Hauling Earth Cover Material	0.20	120.00
1,650	cu. yds.	Gravel Base	0.70	1,155.00
1,200	yd. mi.	Hauling Gravel Base	0.15	180.00
1.96	miles	Shaping and Compacting Base	100.00	196.00
2,100	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.75	3,675.00
800	cu. yds.	1" - 0" Materials in Cushion Course	1.75	1,400.00
500	cu. yds.	½" - 0" Materials in Cushion Course	1.75	875.00
950	cu. yds.	Filler	0.50	475.00
800	yd. mi.	Hauling Filler	0.20	160.00
500	M-Gal.	Sprinkling	1.50	750.00
25,650	sq. yds.	Portland Cement Concrete Pavement	1.60	41,040.00
2,800	lin. ft.	Expansion Joints	0.15	420.00
13,000	lin. ft.	Contraction Joints	0.02	260.00
13,500	only	Dowels	0.15	2,025.00
22,000	lbs.	Tie Bars and Reinforcement	0.06	1,320.00
				$ 54,351.00

Concrete Pavement (Sta. 540+00 to 61(+00)(Contract No. 1222)

All Required		Clearing and Grubbing		$ 182.00
230	cu. yds.	Excavation, Single Classif.	$ 0.40	92.00
1,000	cu. yds.	Gravel Base	0.75	750.00
2,000	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.65	3,300.00
120	cu. yds.	½" - 0" Rock in Footpaths	2.00	240.00
650	cu. yds.	Sand Cushion	1.60	1,040.00
300	cu. yds.	Filler	0.40	120.00
300	yd. mi.	Hauling Filler	0.20	60.00

18,600	sq. yds.	Portland Cement Concrete Pavement	$ 1.48	$ 27,528.00
2,000	lin. ft.	½" Expansion Joints	0.12	240.00
9,500	lin. ft.	Contraction Joints	0.01	95.00
9,800	only	Dowels	0.10	980.00
11,000	lbs.	Tie Bars and Reinforcement	0.05	550.00
				$ 35,177

Subtotal	$ 89,528
10% Engr. & Cont.	8,952
Total	$ 98,480

Length of Roadway 3.398 miles
Cost per mile $ 28,981

Federal Aid Funds Requested	$ 60,100
State Funds	38,380
	$ 98,480

FORM S-A-1 6M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLADDER, SECRETARY

RECEIVED
OCT 7 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
RECEIVED
OCT 7 1937
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

October 4, 1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. PAXSON

Dear Sir:

With reference to your letter of October 1st, regarding state force work covering sidewalk ends on the Southern Pacific Overcrossing at Eugene, Mr. Lytle wished me to advise you that the embankment had already settled to such an extent that it was necessary to put these sidewalk ends in at the present time.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Gipprell
Acting Office Eng'r.

RBS:MDC
cc-R. H. Baldock

FORM 0-A-1 6M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 29 1937
ORLGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 29 1937
FOR FILING

September 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. SMITH

Dear Sir:

Enclosed herewith are six copies of an order for state force work covering the construction of standard side walk ends at the overcrossing near Eugene, Contract No. 1789.

As this was originally let as a bridge job, we do not have a copy of the Record of Project Expenditure Authorizations. We have therefore left the total original authorizations and the total authorizations to date blank and request that you fill them in.

Yours very truly,

K. D. LYTLE
Division Engineer

By R. B. Sipprell

R. B. Sipprell
Acting Office Eng'r.

RBS:MDG
cc--R. H. Baldock

FORM S-A-1 SM 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Sept. 15th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

Herewith Order For State Force Work on overcrossing of the Southern Pacific tracks near Eugene, covering the plant patching of the places where the pavement has settled.

It was thought better to do the work in this manner rather than try to raise the slabs with the mud jack and as a result you may cancel the order for the mud jacking.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM S-A-1 SM 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
16 1937
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Sept. 15th, 1937.

NOTED

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

Attached please find Order For State Force Work covering the placing of wood drain troughs on the overcrossing of Southern Pacific tracks near Eugene.

Mr. Bishop advises me that the Commission has ordered these placed. Originally we figured that Mr. Otten would put them in in connection with his landscaping but that project seems to have been delayed.

Very truly yours,

K. D. LITLE
Division Engineer

cc. R. H. Baldock
cc. J. H. Bishop

KDL:AF

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. 262-A

POST OFFICE BUILDING
PORTLAND, OREGON

August 9, 1937

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGH 262-A, Eugene Overcrossing of S.P. Ry., Junction City-Eugene Section Pacific Highway, Lane County, was made by a representative of this office on July 13, 1937.

Three copies of the agreement with the railroad company in connection with this project should be provided us prior to or with the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

FORM S-G-1 4M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
AUG 10 1937
FOR FILING
262-a

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT

SALEM

August 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith application for an extension of time to July 1, 1937, on the Eugene Overcrossing project in Lane County, Harold Blake, Contractor. This application is accompanied by the consent of the bonding company and by the recommendation of approval by the Bureau of Public Roads. I would recommend that the contract be extended to July 1, 1937, without penalty to the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Enclosure
cc H. B. Glaisyer

RECEIVED
AUG 5 1937
FOR FILING
262-a

#1789

August 4, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1789 for the construction of an overcrossing over the Southern Pacific Company tracks on the Junction City-Eugene Secondary Highway in Lane County near Eugene, has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 14, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $70,690.98, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1789

FORM B-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
AUG 2 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT

SALEM

July 31, 1937

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

For your information Harold Blake completed his work on Contract No. 1789 for the construction of the Eugene Overcrossing on July 1, 1937. Will you please secure authorization from the Commission to pay the final estimate on this job.

This completion date exceeds the specified completion date which is June 15, 1937. We are asking the contractor to submit his request for an extension of time.

Very truly yours,

G. S. Paxson
Bridge Engineer

CAG DK

APPROVED BY HIGHWAY COMMISSION
DATE August 12 1937
Secretary

RECEIVED
JUL 20 1937
FILING
262-A

July 19, 1937

GLENS FALLS INDEMNITY COMPANY
6th Floor Mills Tower
San Francisco, California

Attention Craig H. Dill

Gentlemen:

This is to acknowledge your letter of July 16, concerning the Harold Blake contract, No. 1789, for the construction of a grade separation crossing over the Southern Pacific tracks and grading and paving the approaches thereto on the Junction City-Eugene Secondary Highway, in Lane County.

You are advised that it will be some time before final payment will be ready to be made on this contract. Your Portland agent will be advised ten days before this payment is made.

Very truly yours,

Secretary

JM:MBL

#1789

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ARTHUR M. COLOMB,
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA July 16, 1937.

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem,
Oregon

Re: Bond 94917 - HAROLD BLAKE

Dear Sir:

We acknowledge with thanks your reply to our status inquiry of June 15 in regard to the above captioned contract for contruction of a concrete bridge over the S. P. tracks and grading and paving Junction City Eugene Secondary Highway, Lane County, Oregon.

Inasmuch as this contract is now complete, we shall appreciate your furnishing us with the exact total contract price including the extras and the date of acceptance for the proper completion of our files.

Thanking you for your cooperation accordingly, we are

Yours very truly,

Craig Hall

PACIFIC COAST BONDING DEPT.

CD-AW.

Form 333—5M—7-36

262-A

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 3, 1937

Section Overcrossing Southern Pacific Tracks — *Kind of work* Grading & Paving

Highway Junction City-Eugene Secondary — *Section prefix* 120-1011 (WPGH 262-A)

Contractor Harold Blake — *Contract number* 1789

Date of contract Nov. 30, 1935 — *Date of completion* October 31, 1936

Date work started Jan. 7, 1936 — *Estimated date of completion* July 1, 1937

Amount of contract . . . . . $74,185.50 — *Per cent of time elapsed* 176 %

Estimated cost of completed project, exclusive of engineering $71,765.17

Per cent of contract completed, based on total contract price . . . . . 96 %

Engineering cost to date, $4,331.64, 5.8 % — *Date project was completed* July 1, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

-Progress by Enginee r-

3 men part of week completing Semi-Final Estimate.

Estimate was expressed to Mr. K. D. Lytle Friday July 2, 1937

-Progress by Contractor-

Contractor completed his contract Thursday July 1,1937

Signed E. E. Lyghlette Res. Engr.

Address Box 513 Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.52				0.52
Miles partially completed					
Miles completed	0.52				0.52
Total estimated quantities	149,000 C.Yds				7,000 Sq.Yds
Estimated quantities moved or placed to date	128,304 " "				6,958.4 " "
Average daily quantities	Completed				Completed
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lane COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	Clear		
Friday	Warm-Clear		
Saturday	" "		

FORM 6-A-1 1000 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE

OREGON STATE HIGHWAY COMMISSION

DISTRICT SALEM

RECEIVED
JUN 21 1937
FOR FILING
262-a

June 17th, 1937

IN REPLY PLEASE REFER TO FILE No.
NOTED
O. B. McCullough

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending you herewith Order For State Force Work On Contract Projects for the Overcrossing of Southern Pacific tracks near Eugene on the Junction City-Eugene Secondary Highway, which covers the cost of jacking up the concrete pavement.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

RECEIVED
JUN 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 3.

RECEIVED
JUN - 1937
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 262-A

June 7, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 262-A, Arvard-Eugene Unit, Junction City-Eugene Section, Pacific Highway, Lane County, _____, was made by a representative of this office on May 12, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM S-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. E. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
JUN 3 1937
FOR FILING
262-a

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith request for an extension of time on the Eugene Overcrossing in Lane County, Harold Blake, contractor. The request is for time up to and including June 15, 1937. This request is accompanied by the consent of the bonding company and has the approval of the Bureau of Public Roads. In view of the reasons set forth in the application I am recommending that the extension be granted without penalty to the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc H. B. Glaisyer
W. A. Reeves

FORM S-A-1 BH 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
R. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
APR 12 1937
FOR FILING

262-a

April 9th, 1937.

IN REPLY PLEASE REFER TO FILE No.

RECEIVED
APR 10 1937
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

NOTED
State Highway Engineer

Dear Sir:

I am sending herewith Price Agreement on overcrossing of Southern Pacific Company's tracks, contract #1789, covering the gravel, which will be required to build the shoulders up to the level of the pavement.

In the original contract there was no special price for this material as we specified that it should be measured as fill and taken from the adjacent gravel borrow pit. However, as you know, we asked Mr. Blake to defer the pavement and as a result of this delay the pits where the material should have been secured have been filled up with water, making it impossible to secure any gravel at that place.

As you will recall, we had a previous agreement covering the gravel necessary to take out the settlements that occurred in the fills and this order covers the additional rock of a like nature on the shoulders. I recommend that this be approved.

Very truly yours,
K. D. Lytle ses.
K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AFA

RECEIVED
MAR 24 1937
FOR FILING
262-A

#1801

March 24, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1801 for the construction of the Awbrey-Eugene Section of the Junction City-Eugene Secondary Highway in Lane County, has been completed by the contractors, E. H. Itschner and E. L. Rigdon, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 5, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $84,455.47, including the final payment. Of this amount $196.57 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Baldock

[redacted]ch 5th, 1937

RECEIVED
MAR 18 1937
FOR FILING

262-A

FINAL COST ANALYSIS

Junction City-Eugene Secondary Hwy., Awbrey-Eugene Section
Contract 1801, Prefix 120-1012

E. H. Itschner & E. L. Rigdon, Contractors
E. E. Umphlette, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	793.00	100%				$ 4,500.00
Trench Excavation	1,051.00	1,168.6	cu. yd.	0.90	1.50	1,752.90
Excavation, Single Class	18,371.16	67,737.5	cu. yd.	0.27	0.30	20,321.25
Overhaul	1,581.49	79,074.7	yd. sta.	0.02	0.02	1,581.49
Truck Haul	5,975.68	29,878.4	yd. mi.	0.20	0.13	3,884.19
Special Borrow	15,284.05	66,453.7	cu. yd.	0.23	0.25	16,613.43
Finishing Roadbed & Slopes	3,000.00	6	Miles	500.00	400.00	2,400.00
Placing Top Soil Cover	4,309.76	10,773.4	cu. yd.	0.40	0.45	4,848.03
12" Concrete Pipe	642.60	756	lin. ft.	0.85	0.80	604.80
18" " "	1,350.90	711	lin. ft.	1.90	2.00	1,422.00
24" " "	2,207.40	849	lin. ft.	2.60	2.70	2,292.30
36" " "	436.00	80	lin. ft.	5.45	5.75	460.00
Salvaging Culvert Pipe	123.00	123	lin. ft.	1.00	1.00	123.00
Selected Roadbed Topping	18,929.11	66,418.5	cu. yd.	0.285	0.35	23,246.48
Crushed Gravel Surfacing	1,318.50	879	cu. yd.	1.50	2.00	1,758.00
Hauling Roadbed Topping PA #1	46.50	232.5	yd. mi.	0.20	0.20	46.50
Force Account	196.57					196.57
	$ 75,616.72					$ 86,050.94
Lump Sum Reduction						- 384.00
Deduction for Shortage of Man Hours						- 1,242.00
						$ 84,424.94

Gross Earned	$84,424.94
Total Cost	75,616.72
Net Profit	$8,808.22

Net Profit Equals 10.4% of Gross Earned

Contract 1801, Prefix 120-1012

Detail of Cost

Labor:			
Supervision		$3,506.00	
Labor		30,242.20	
State Industrial Accident Insurance		1,687.41	
State Unemployment Insurance		337.48	
			$ 35,773.09
Materials:			
12" Concrete Pipe	756 lin. ft. at 0.65	491.40	
18" " "	711 lin. ft. at 1.60	1,137.60	
24" " "	849 lin. ft. at 2.15	1,825.35	
36" " "	80 lin. ft. at 4.75	380.00	
Crushed Gravel	879 cu. yds. at 0.70	615.30	
			4,449.65
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		17,740.00	
Gas, Oil & Grease		4,614.10	
Hired Trucks		6,522.69	
Small Tools, Repairs & Misc. Supplies		4,200.74	
Freight & Haulage		403.39	
Miscellaneous Overhead Expense		1,025.47	
Bond		887.59	
			35,393.98
Cost Grand Total			$ 75,616.72

Awbrey-Eugene Section

This contract consisted of the grading and topping of 6 miles of roadway. It was bid Nov. 30th, 1935, and work started Jan. 13th, 1936 and finished Oct. 24th.

Most of the excavation was done with a dragline shovel, the material being dumped on the grade, and when this dried out, it was spread with a bulldozer. The high ground water level made the excavation of the single classification and special borrow materials difficult. During the spring months mats had to be used to keep the shovel from bogging down. A lot of hand labor was used to trim the slopes and this increased the excavation cost. The special borrow and topping pits were located adjacent to the right of way. The pits were shaped and finished in very good style. The top soil was excavated and stockpiled with cat and scraper. Later the same equipment was used to pick it up and spread it on the slopes.

The topping was obtained from pits located adjacent to the right of way. The material was dug with dragline shovel and moved with trucks. The haul averaged about ½ mile and is included in the topping cost.

The contract called for the use of 60,000 man hours, a surplus of 19,000. Towards the latter part of the job when the $1.00 penalty on man hours shortages was reduced to $0.50, the contractor came to the conclusion that it was more economical to use equipment wherever possible instead of hand labor, which resulted in a shortage of 2,484 man hours.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

JRM 8-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. CLAISPOOL, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 25 1937
FOR FILE

OREGON STATE HIGHWAY COMMISSION

SALEM

262-C

February 24th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sirs

In regard to the extra material necessary to build up the settlement on the Eugene Grade Crossing.

I think it equitable that you submit a Price Agreement for the furnishing of this material, as we requested Blake to wait until settlement had taken place in spite of the fact that he was authorized to proceed with the paving immediately under his contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 9-A-1 SM 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

Feb. 17th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

F-F
262-12

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

When we started to pave the overhead crossing at Eugene we found that there had been enough settlement in the grade to require additional gravel to bring it up to grade.

Mr. Blake thinks that he should receive extra payment for the placing of the gravel. As you know, the price on this fill, which was made from gravel, was very low and if the job had proceeded as was specified in the contract and had been paved immediately upon completion of the embankment, it would not have been necessary to do this backfilling work.

Will you please advise me whether or not you are willing to make a price agreement covering this item?

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. E. E. Umphlette

KDL:AF

RECEIVED
FEB 1 1937
FILE FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon 262-A Junction City-Eugene Sec., Pacific Hwy.

RECEIVED
FEB 2 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

February 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Hyp 30186

Form P. R. 2

State ---Oregon----------

Project No. --262-A----------

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of December, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of November, 1935, a project statement, which was approved by the Secretary on the 16th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 16th day of September, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-three thousand, six hundred and 00/100

dollars ($23,600.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—3618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920, Chap. 248, laws 1931 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 540+00, in the NE¼, sec. 22, T. 17S., R. 4W., W.M., and ending at survey station 616+00, in the NE¼, sec. 26, T. 17S., R. 4W., W.M., at the north end of WPGH 262-A, with exception of bridge at survey station 613+50 to 613+71,

, length 1.435 miles, in Lane County, being Section A of Oregon project No. 262, consisting of 1.435 miles of roadway and no bridges, each of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twenty-three thousand, six hundred and 00/100 dollars ($23,600.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-eight thousand, six hundred ninety-four and 00/100 dollars ($38,694.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18th day of January, 1937.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Andresen

Member, State Highway Commission
(Title of officer)

By F. L. Toney

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—5518

FORM S-A-1 SM 7-36

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 262-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $38,694.00 as the total estimated cost of said project, and the sum of $23,600.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 18th day of January one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By *[signature]*
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4620

FORM S-A-1 SM 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. VAN DUZER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 9 1937
FOR FILING

262-A

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE No.

Jan. 7th, 1937

RECEIVED
JAN 8 1937
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

NOTED
State Highway Engineer

Dear Sir:

I am sending herewith an Order For State Force Work on the overcrossing at the S.P. tracks near Eugene, contract #1789.

On Dec. 31st, I visited this project and found that a considerable amount of the top soil which we placed on the embankments on both sides of the bridge had been washed out due to the water running down over the fills.

I thought the best way to remedy this was to place some wooden gutters along each edge and this order covers this work. During your absence I called Mr. Libby and got authority to start on it at once as I feared that it might rain.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

UNITED STATES DEPARTMENT OF AGRICULTURE

(Stencil #28) BUREAU OF PUBLIC ROADS

DISTRICT No. 1

RECEIVED
DEC 17 1936
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon 262-A
Arvard-Eugene Sec.of the
Jct.City-Eugene Hwy.

POST OFFICE BUILDING
PORTLAND, OREGON

December 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

FORM 2-C-1 1M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

262 a

Dec. 4, 1936.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

Reference is made to your letter of Nov. 30th, relative to the expiration of time on the Itschner & Rigdon Contract No. 1801, Awbrey-Eugene Section, which expired on Oct. 31, 1936.

This is to advise that this project was completed Oct. 24, 1936; hence no extension of time will be necessary.

Very truly yours,
K. D. Lytle af
K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. E. E. Umphlette
KDL:AF

RECEIVED
NOV 30 1936
FOR FILING

262-A

November 30,,1936

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

You are advised that the time limit on the Itschner & Rigdon Contract No. 1801, Ambrey-Eugene Section, expired on October 31, 1936. Also, the time limit on the McGeorge Gravel Company Contract No. 1861, Bandon-Myrtle Point Section, expired on Sept, 30, 1936.

262-A
6-1202

Will you kindly take the matter of further extension of time up with the above contractors and forward your recommendation to this office.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 30 1936
FOR FILING

262-A

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Arvard-Eugene Section, F. A. Project No. 262-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 262-A

ARVARD-ENGLE SECTION OF THE

JUNCTION CITY-EUGENE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1936

Concrete Pavement (Sta. 540+00 to 616+00)

All Required		Clearing and Grubbing		$ 182.00
230	cu. yds.	Excavation, Single Classif.	$ 0.40	92.00
1,000	cu. yds.	Gravel Base	0.75	750.00
2,000	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.65	3,300.00
120	cu. yds.	½" - 0" Rock in Footpaths	2.00	240.00
650	cu. yds.	Sand Cushion	1.60	1,040.00
300	cu. yds.	Filler	0.40	120.00
300	yd. mi.	Hauling Filler	0.20	60.00
18,600	sq. yds.	Portland Cement Concrete Pavement	1.48	27,528.00
2,000	lin. ft.	½" Expansion Joints	0.12	240.00
9,500	lin. ft.	Contraction Joints	0.01	95.00
9,800	only	Dowels	0.10	980.00
11,000	lbs.	Tie Bars and Reinforcement	0.05	550.00
			Subtotal	$ 35,177
			10% Engr. & Cont.	3,517
			Total	$ 38,694

Length 1.435 miles
Cost per mile $ 26,964

Federal Aid Funds Requested- -	$ 23,600 (61%)
State Funds- -	15,094
	$ 38,694

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, laws 1920, Chap. 248, Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 248, Laws 1931

RECEIVED
NOV 16 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE No. 8
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

262-A

November 13, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPMH Project No. 262-A, Awbrey-Eugene Unit, Junction City-Eugene Sec., Pacific Highway, Lane County, was made by a representative of this office on October 27, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY P. GADSELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

ENGR
NOV 1
FOR FILE
262-A

OREGON STATE HIGHWAY COMMISSION

SALEM
EUGENE

NOVEMBER 6, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTENTION: J. N. BISHOP.

Dear Sir:

Refering to your letter of October 8, 1936, File 495.

O. G. Swedback's residence is on the Awbrey-Eugene Section of the Junction City-Eugene Secondary Highway, station 679+60. When this section was constructed Swedback had a plank walk across the ditch to the roadway. When the construction was completed the walk was replaced.

There are some salvaged 12" concrete pipe at Eugene. The plank walk will be removed and replaced with concrete pipe.

Very truly yours,

R. Walsh.
Dist. Maint. Supt.

RW:WGA
cc R. H. Baldock.
cc K. D. Lytle

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. GABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

262-a

OREGON STATE HIGHWAY COMMISSION

SALEM

September 29th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. E. Euphlette
Resident Engineer
State Highway Dept.
Eugene, Oregon

NOTED:
State Highway Engineer

Dear Sir:

Mr. E. Rice, a resident living along the Junction City-Eugene Section, has requested that you call and discuss drainage conditions with him, as he feels we have disturbed the drainage so as to flood his property.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

R. G. Smith
Construction Engineer

EGS:AR

cc to: R. H. Baldock
K. D. Lytle

FORM S-A-1 SM 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

262-A

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

September 22nd, 1936

Mr. Harold Blake, Contractor
400 E. Thompson St.
Portland, Oregon

Dear Sirs

It is considered advisable to defer the paving on the overhead crossing at Eugene until spring and merely finish the fill in an acceptable condition for local travel. Mr. Lytle will instruct the Resident Engineer if he considers it advisable to place any finer material.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
K. D. Lytle
K. E. Umphlette

NOTED
State Highway Engineer

RECEIVED
NOV 30 1936
FOR FILING

262-A

September 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for paving of the Arvard-Eugene Section, Federal Aid Project No. 262-A.

Five bid proposals and five blueprint copies of plan sheets 1, 2-A and standard paving detail drawing are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bush/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 262-A

ARVARD-EUGENE SECTION OF THE

JUNCTION CITY-EUGENE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 14, 1936

Concrete Pavement (Sta. 560+00 to 616+00)

All Required		Clearing & Grubbing			$ 200.00
230	cu. yds.	Excavation, Single Classification		$0.75	172.50
1,000	cu. yds.	Gravel Base		0.50	500.00
2,000	cu. yds.	1" - 0" Materials in Shoulders and Surfacing		2.00	4,000.00
120	cu. yds.	½" - 0" Rock in Footpaths		2.00	240.00
650	cu. yds.	Sand Cushion		2.00	1,300.00
300	cu. yds.	Filler		0.40	120.00
300	yd. mi.	Hauling Filler		0.20	60.00
18,600	sq. yds.	Portland Cement Concrete Pavement		1.80	33,480.00
2,000	lin. ft.	3/4" Expansion Joints		0.20	400.00
9,500	lin. ft.	Contraction Joints		0.05	475.00
9,800	only	Dowels		0.20	1,960.00
11,000	lbs.	Tie Bars and Reinforcement		0.06	660.00
			Sub-total		$43,567.50
			10% Engr. & Cont.		4,356.75
			Total		$47,924.25
		Length	1.435 miles		
		Cost per mile	$33,396.68		

Federal Aid Funds Requested- $29,233.79 (61%)
State Funds- 18,690.46

$47,924.25

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____,

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Sept. 16, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid project No. 262-A, the Arvard-Eugene Unit of the Junction City-Eugene Section of the Pacific Highway, are today being recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

It is requested that copies of the section sheet revised to show the section and location of the footpath be provided at your earliest convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 262-A and 262-B, the Junction City-Siuslaw Junction and Arvard-Eugene sections of the Junction City-Eugene secondary highway, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

262-A

OREGON STATE HIGHWAY COMMISSION
SALEM

September 10th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sirs

In answer to your letter of August 20th, concerning the gravel topping between Stations 645+84 and 685+29 on the Aubrey-Eugene Section, contract #1801.

The elimination of this topping is clearly dependent upon whether or not the traffic will use the road before paving and whether Blake will place the pavement on the overcrossing portion this fall.

If you find that no traffic will use the road until after the entire job is paved, I believe you would be safe in eliminating this gravel surfacing provided the contractor is willing. If, on the other hand, he wishes a considerable adjustment to eliminate this, I recommend that it be used in lieu of a portion of the sand cushion.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

262-R

OREGON STATE HIGHWAY COMMISSION

SALEM

Aug. 20, 1936

RECEIVED
AUG 21 1936
OREGON
STATE HIGHWAY COMMISSION

NOTED

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In our contract for the grading and topping of the Wabrey-Eugene Section, contract 1801, we provide that the contractor shall surface with crushed gravel that portion which lies between station 645+84 and 683+29. These stations cover the section from the south end of the Blake job to Sixth Street.

As we are planning to let the contract for the paving of this section in October, it does not seem that we should go to the expense of constructing this gravel surface at this time. The gravel surfacing is estimated at $1800.00, which amount could probably be saved by eliminating the item of surfacing and providing in our new contract that this section would be the first to be paved.

Will you please advise regarding the elimination of this surfacing?

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. E. E. Umphlette

KDL:AF

262-a

Baldock

Aug. 20, 1936

COST ANALYSIS TO AUG. 15, 1936

Junction City-Eugene Secondary, Awbruey-Eugene Section
Contract 1801, Prefix 120-1012

Itschner & Ridgon, Contractors
E. E. Umphlette, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing and Grubbing	$ 754.25	95%			$ 4,275.00
Trench Excavation	426.40	496 Cu. Yd.	0.90	1.50	744.00
Excavation, Single Class.	12,663.18	45,000 Cu. Yd.	0.28	0.30	13,500.00
Overhaul	829.60	42,000 Yd. Sta.	0.02	0.02	840.00
Truck Haul	2,410.40	12,000 Yd. Mi.	0.20	0.13	1,560.00
Special Borrow	9,944.22	41,000 Cu. Yd.	0.24	0.25	10,250.00
Finish Roadbed & Slopes	1,261.20	2.0 Miles	600.00	400.00	800.00
Placing Topsoil Cover	2,865.20	7,163 Cu. Yd.	0.40	0.45	3,223.35
Concrete Pipe 12"	15.30	18 Lin. Ft.	0.85	0.80	14.40
" " 18"	627.00	330 Lin. Ft.	1.90	2.00	660.00
" " 24"	1,484.60	571 Lin. Ft.	2.60	2.70	1,541.70
" " 36"	436.00	80 Lin. Ft.	5.45	5.75	460.00
Selected Roadbed Topping	9,212.91	32,300 Cu. Yd.	0.285	0.35	11,305.00
	$ 42,930.26				$ 49,173.45

Gross Revenue	$ 49,173.45
Total Cost	42,930.26
Net Profit	$ 6,243.19

Net Profit Equals 12.7% of Gross Earned

Junction City-Eugene Secondary, Awbrey-Eugene Section
Contract 1801, Prefix 120-1012

Itschner & Rigdon, Contractors
E. E. Umphlette, Resident Engineer

DETAILS OF COST

Labor:

Supervision	$ 1,275.50	
State Industrial Accident Insurance	1,107.10	
Labor	20,866.44	
		$ 23,249.04

Materials:

12" Concrete Pipe	18 Lin. Ft. at $0.65	11.70	
18" " "	330 Lin. Ft. at 1.60	528.00	
24" " "	571 Lin. Ft. at 2.15	1,227.65	
36" " "	80 Lin. Ft. at 4.75	380.00	
			2,147.55

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$ 13,680.50	
Gas, Oil & Grease	1,793.30	
Small Tools & Misc. Supplies	601.52	
Miscellaneous Expense	321.15	
Office Expense	144.12	
Freight & Haulage	346.40	
State Unemployment Insurance	155.15	
Bond	491.73	
		17,533.87
		$ 42,930.26

Contract 1801, Prefix 120-1012

REMARKS:

This job was bid on Nov. 30, 1935, and work was started Jan. 13, 1936. Up to Aug. 15, 55% of the contract had been completed and 63½% of the 60,000 man hours had been used up. The contract consists of the grading and topping of 6 miles of roadway.

The excavation was done with a dragline shovel, the material being dumped on the grade, and when this dried out, it was spread with a bulldozer. The high ground water level made the excavation and special borrow operations difficult. During the spring months mats had to be used to keep the shovel from bogging down. A lot of labor was used to trim the slopes, and this increased the excavation cost. The top soil was excavated and stockpiled with cat and scraper. Later the same equipment was used to pick it up and spread it over the slopes.

The topping was obtained from pits located along the right of way with the dragline shovel and trucks. The contract calls for a 12-inch thickness, with no mention that it be spread in lifts. Since the engineer is requiring that it be spread in 4-inch lifts, the contractor feels that this is causing him added expense in blading and maintaining. The haul on the topping averages about ½ mile and is included in the topping cost.

This contract shows a good rate of profit and should continue to do so until completion. The contractor has used up 63½% of the required man hours to complete 55% of the contract and should have little trouble utilizing the remaining man hours.

E. H. Clymer
Cost Analyst

By....Henry Jullum

FORM S-10-1 1500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

262-A

OREGON STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

SALEM

July 28, 1936

Mr. E. L. King, Superintendent
Southern Pacific Company
Pacific Building
Portland, Oregon

Dear Sir:

Your letter of the twenty-fourth instant relative to the cost of patrolling telegraph lines in connection with the Eugene Overcrossing has been referred to us for consideration and reply.

As we understand the situation, the bills in question cover the cost of patrolling the wires during the period of the contractor's operations endangering such wires and are not a necessary or integral part of the contract involving permanent changes or revisions in the telegraph line system. Section 1039 on page 11 of our standard bridge specifications requires the contractor to assume responsibility for the preservation of all public and private property, trees, monuments, etc., along and adjacent to the highway and to use suitable precautions to prevent damages thereto. Section 1040 on page 12 also makes the contractor responsible for damage, injuries, expense, loss, etc., to properties of railway, telegraph, telephone, and power companies on and along the project. Under these sections the contractor is liable for the expense of patrolling or safeguarding the lines under the general terms of his contract.

You quote us paragraph 4 of the agreement dated January 11th between the Southern Pacific Company and the State Highway Commission as covering the matter and substantiating your position. In this connection we call your attention to paragraph 8 on page 5, which specifically provides that the amount of reimbursement to be paid by State to Railroad or to the Western Union Telegraph Company is limited to items authorized by and not excluded as cooperative items under the terms of Works Program General Memorandum No. 6. We are definitely advised that the bills now in question are not items which can be recovered from the Federal Government under the terms of Works Program General Memorandum No. 6, and it would appear apparent that liability of the State to make payment of these claims is non-existent. We therefore suggest again that the bills be submitted direct to the contractor for reimbursement by him. If they are so submitted and are not paid within a reasonable time, kindly inform this department, attention Mr. Paxson, so that the matter may have attention before final payment to the contractor is made.

Yours very truly,
J. M. DEVERS

By
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. Harold Blake
Mr. R. H. Baldock
Mr. G. S. Paxson

July 27, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter concerning the item of "Concrete Handrail" on the trestle at Sta. 613+50 on Project No. NPSH 262-A.

It appears that the item was listed incorrectly on the detail estimate as no handrail is to be used on this particular trestle. The next estimate will list the quantity under its proper heading; viz., "Class 'D' Concrete."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

July 27, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter concerning the item of "Concrete Handrail" on the trestle at Sta. 613+50 on Project No. NPMH 262-A.

It appears that the item was listed incorrectly on the detail estimate as no handrail is to be used on this particular trestle. The next estimate will list the quantity under its proper heading; viz., "Class 'D' Concrete."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

July 25, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon WPMH 262-A, covering period from May 16, 1936 to June 15, 1936, submitted in amount of $21,644.71.

We note a claim for 44.33 lin. ft. of Concrete Handrail on Trestle at Station 613+50 at $3.50 per lin. ft., or $155.15. The project agreement estimate shows no handrail on this trestle, so we cannot recommend this claim of $155.15.

We are recommending the voucher in the reduced amount of $21,644.71. If you wish to claim payment for the handrail on this trestle on future intermediate vouchers, we suggest that you submit a substitute estimate for purposes of auditing vouchers along with revised plans showing handrail on this section. If you do not care to ask for this amount on intermediate vouchers, it might be claimed under proper conditions as a contingency at the time the final voucher was submitted. We will give consideration to your preference in this matter.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 22nd, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. H. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Mr. Blake, contractor on the filling of the approaches for the overcrossing on the Aubrey-Eugene Section, called today concerning his borrow pits. The special provision states that the two borrow pits shown on the easterly side of the highway right of way between Stations 622 and 631 are to be used for embankment construction. It also states that the size and shape of the pits is to be approximately as shown on the plans.

Mr. Blake is complaining that the pits have been materially reduced in size and that part of the pit is being reserved for Itschner & Rigdon's use. He understood that, and the plans indicate that, the borrow pits on the west side of the highway were for Itschner & Rigdon. Blake states that this is materially increasing his expense as he will be required to deepen these pits from twelve to twenty feet in order to get the requisite amount of material.

Will you investigate this at your earliest convenience, and if there are reasons why both the east side pits cannot be reserved for Blake's use, please make a full report.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

262-a

July 17, 1936

Associated Oil Company,
866 Pittock Block,
Portland, Oregon.

Attention: Mr. J. H. Dalton.

Gentlemen:

Reference is made to your letter of July 16th concerning the E. H. Itschner & E. L. Bigdon, Contract No. 1801 - Ambrey-Eugene Section of the Junction City-Eugene Secondary Highway in Lane County.

You are advised that we have no record of A. L. Shough, Route #2, Springfield, having a subcontract on the above project.

The bond furnished in connection with the above contract was written by the Great American Indemnity Company for whom the Harvey Wells Insurance Agency, who have offices in the Failing Bldg., Portland, are resident agents. The amount of the bond is $88,758.50, and the completion date of the contract is October 31, 1936.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1801

ASSOCIATED OIL COMPANY

866-78 PITTOCK BLOCK

PORTLAND, OREGON

July 16, 1936

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem Oregon

Attn: Mr. J. McFarlane

Dear Sir:

We contemplate selling petroleum products to A. L. Shough, Route #2, Springfield, Oregon who we understand is the sub-contractor under Ichgner & Rigdon contract #1801 covering work on the Awbrey-Eugene section.

Our Eugene representative also advises the amount of the contract is $88,758.50 bond being furnished for this amount by the Great American Indemnity Company of New York, and that date of completion is October 31, 1936.

May we have your confirmation of the above and if possible furnish us with the name of the Agent of the Great American Indemnity Co. furnishing said bond.

Very truly yours,

ASSOCIATED OIL COMPANY

J. H. Dalton

HLA:AE

Oregon Division Credit Manager

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPMH 262-A

POST OFFICE BUILDING
PORTLAND, OREGON

July 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

ER-A4pr-2679

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPHH 262, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Resolution No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 5th day of November, 1935, a project statement, which was approved by the Secretary on the 16th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred three thousand, two hundred fifty-one and 08/100

dollars ($103,251.08) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

0—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under Act approved April 8, 1935, (Public Resolution No. 11, 74th Congress). (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 336+40 on the north line of Sec. 5, T. 17 S., R. 4 W., W.M., and survey station 616+00, a point in the E. E. 1/4 of Sec. 26, T. 17 S., R. 4 W., W.M., at the north end of WPGH 262-A.

, length 5.295 miles, in Lane County, being Section A of Oregon U. S. Wks. Pro. Hgh. project No. WPGH 262, consisting of 5.247 miles of roadway and 5 bridges, each of more than 20 feet clear span, .048 of a mile in length. known locally as the Awbrey-Eugene Unit of the Junction City-Eugene Section of the Pacific Highway, between official control points Junction City and Eugene.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred three thousand, two hundred fifty-one and 08/100 dollars ($103,251.08), certified to the Secretary of the Treasury as above mentioned, which is [redacted], the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

BROKEN OUT

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927, and Chapter 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Watkins
Member, State Highway Commission
(Title of officer)

By [illegible]
Member, State Highway Commission
(Title of officer)

By [illegible]
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By [illegible]
Acting Chief, Bureau of Public Roads.

8—5513

F

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Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon U. S. Bus. Pro. Hgh. for the construction of a highway designated in the records of this Department as Project No. WPHH 262-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 103,251.08 as the total estimated cost of said project, and the sum of $ 103,251.08 as the share of the United States, payable under said acts on account of such project, which is the pro rata share of said total estimated cost.

Done at the city of Washington, this 26th day of June one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By [illegible]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4829

Form 838—5M—2-35

262-A

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Section Awbrey-Eugene

Highway Junction City-Eugene Secondary

Contractor Itschner & Rigden

Date of contract December 30, 193 5

Date work started January 13, 193 6

Amount of contract $88,758.50

Estimated cost of completed project, exclusive of engineering $88,758.50

Per cent of contract completed, based on total contract price 32 %

Engineering cost to date, $3,451.62, 3.9 %

For Week Ending June 27, 193 6

Kind of work Grading

Section prefix 120-1012 (WPMR 262-A)

Contract number 1801

Date of completion October 31, 193 6

Estimated date of completion October 31, 193 6

Per cent of time elapsed 58 %

Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

-PROGRESS BY ENGINEER-

Mon: 3 man party setting misc. grades and slope stakes between sta. 440 and 460, and 1 computer computing grades and super between sta. 645/84 and 683/29.
Tue: 3 man party rerun base line for Young Pit. Set misc. grades 440 to 480. 1 computer working on paving estimate.
Wed: 4 man party remeasure Young Pit. Set grades on roadbed. 1 computer on paving estimate
Thu: Party on other work. 1 computer on paving estimate.
Fri: Party on other work. 1 computer plotting final cross sections for Young Pit.
Sat: 3 man party setting grades. 1 computer general office work.
1 Street Inspector and 1 Material Inspector all week.

-PROGRESS OF WORK BY CONTRACTOR-

4 men in supervisory capacity all week. 12 truck drivers, 2 shifts six hours each, hauling gravel topping.
Shovel operating 2 six hour shifts in Young Pit at sta 490 (3 operators), and 3 pitmen
Cat and scraper, and cat and dozer grading and spreading top soil between sta. 445 and 490.
Dozer also spreading material dumped by trucks. 4 operators.
50 laborers sloping between sta 445 and 490. 2 six hour shifts.

Signed E. E. Umphlett

Address Box 204 Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING RB Topping	MATERIALS Placing Toil	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.0	6.0	6.0		
Miles partially completed	5.9				
Miles completed					
Total estimated quantities	141,950 C.Yds.	25,000 C.Yds	14,000 C.Yds		
Estimated quantities moved or placed to date	61,000 C.Yds.	2,600 C.Yds	500 C.Yds		
Average daily quantities	500 " "	800 " "			
Average daily quantities necessary to complete project on time	300 " "	500 " "			
Number shifts per day	2				
Hours per shift	6				
Average force on project for week	76				

Percentages of men employed on contract to be secured from:

..... County, ... %; ..... County, ... %; ..... County, ... %; ..... County, ... %

	NUMBER USED AND SECURED FROM: Lane COUNTY	Union COUNTY	Douglas COUNTY	Washington COUNTY	OTHER SOURCES Linn	CONTRACTOR'S KEY MEN, ETC. Clackamas	TOTAL
Men Unskilled Labor	50					4	54
Men and teams Pitmen	3						3
Men and trucks under 3 tons 6	12						12
Men and trucks over 3 tons							
Men and tractors 2	1		1	1	1		4
1 Dragline Shovel	2	1					3

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers 1, Sheet-foot rollers ..... Scraper 1, ... , ... , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Fair		
Saturday	Showers		

FORM S-E-1 5M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 29, 1936

Mr. E. E. Umphlette
Resident Engineer
State Highway Department
Eugene, Oregon

Dear Sir:

This is in reply to your letter of June 25 with reference to the June estimate on the Eugene Overcrossing.

In cases where less than $500.00 worth of work is done during the month and therefore, no monthly estimate is to be made, it is the usual practice of the employes of the Bridge Department to notify this office to that effect.

With reference to your weekly reports, I am not sure whether Mr. Smith's office has been forwarding these to our office or not as they are handled by Mr. Stephenson. In any case, we would be glad to have a copy forwarded direct to this office to be used in making up the weekly report for Mr. Baldock.

Very truly yours

G. S. Paxson
Acting Bridge Engineer

By
W. A. Reeves
Office Engineer

WAR LD

cc R. H. Baldock
E. A. Collier
C. K. Hubbard

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon Proj. No. WPGH 262-A &
~~WPGH 262-B~~

STATE HIGHWAY ... OREGON
POST OFFICE BUILDING
PORTLAND, OREGON

June 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. S. Caufield
L. S. Caufield
Highway Engineer

Encls.

Iron

2312

Form P. R. 2

State Oregon

U.S. Wks.Prog. Grade Crossing Project No. WPOII 262-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of March, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 5th day of November, 1935, a project statement, which was approved by the Secretary on the 16th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-one thousand, six hundred four and 05/100

dollars ($ 81,604.05) as the share of the United States payable under said act on account of Section A of said project, which is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Congress).

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 616+00 in the NE 1/4 of Sec. 26, T. 17 S., R. 4 W., W.M., and survey station 645+94 in the SE 1/4 of Sec. 26, T. 17 S., R. 4 W., W.M.,

, length 0.565 of a mile, in Lane County, being Section A of Oregon U.S.Hwy.Prog.Grade Crossing / project No. UPGH 262, consisting of 0.537 of a mile of roadway and one overcrossing / , each of more than 20 feet clear span, 0.028 of a mile in length, known locally as the Junction City - Eugene Section of the 551s Pacific Highway, between official control points Junction City and Eugene.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eighty-one thousand, six hundred four and 05/100 dollars ($ 81,604.05), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of

the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and
(Include reference to statute authorizing

Chap. 248, Laws of 1931.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission.
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission.
(Title of officer)

By F. L. Fouvelle

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. Y. Stuart

Acting Chief, Bureau of Public Roads.

8—5318

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Hws.Prog.Gr.Crossing Project No. WPGH 262-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 81,604.05 as the total estimated cost of said project, and the sum of $ 81,604.05 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal [redacted] said total estimated cost.

Done at the city of Washington, this 4th day of June one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. E. Boyd
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 S 4829

R. H. BALDOCK

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 25, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: CHAS. E. LOW

Dear Sir:

Your letter of May 21st, to E. E. Umphlette concerning State force order on Awbrey-Eugene Section at hand for answer.

The repairs to deck were immediately necessary to avoid possible accident. The repairs were not made necessary by contractor's hauling operations. The county was maintaining a detour about two miles long over which most all the traffic passed but it was necessary for a few residents to use this bridge to enter their property. This bridge is to be removed by our contractor on completion of the grading as it will be on our right of way and will have no useful purpose after completion of the new grade.

Under the circumstance that the county was maintaining a long detour at considerable expense for traffic and the bridge was soon to be torn out in any case, I did not feel like asking Lane County to make repairs nor did I think the contractor should be required to make repairs and as the work was imperative, we had it done by our State bridge gang. Trusting this will be satisfactory.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

FORM S-A-1 SM 3-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

262-A

OREGON STATE HIGHWAY COMMISSION

SALEM

May 21st, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. E. Umphlette
Resident Engineer
State Highway Dept.
Eugene, Oregon

Dear Sir:

Reference is made to State Force Order on the Awbrey-Eugene Section covering repair to county bridge opposite and 60 feet left of Station 545+50.

It is assumed that this bridge is being used as a detour, but before approving the order we would like to have a report as to why we should be repairing the county bridge. It would appear that repairs should be made by the County, or by the contractor in case the repairs were made necessary by his hauling operations.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock
E. A. Collier

May 13, 1936

Mr. W. R. Stantnef
1574 West Sixth Street
Eugene, Oregon

Dear Mr. Stantnef:

Your letter dated May 6th, addressed to the Highway Commission, in which you complain about loss of business due to the closing of the street in front of your property during reconstruction of the highway, has been handed to me for reply.

It is unfortunate that you are required to sustain a financial loss occasioned by the improvement of the street in your vicinity. Your loss, however, is one for which the Highway Commission is without authority to make any adjustment or reimbursement. The Commission is required to disburse highway funds pursuant to law, and there is no statute which will permit the Highway Commission to compensate the property owner for damage or loss sustained because his business has been interfered with during street or highway improvement.

I regret that your circumstances are so unfortunate but I must advise the Highway Commission with respect to the law as I find it.

Yours very truly,

J. M. DEVERS

JMD:AW

NOTE: E.L.
Chief Highway Engineer

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPMH-262-A

MAR 31 1936
POST OFFICE BUILDING
PORTLAND, OREGON

March 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
Sr. Highway Engineer

Encls.

262-A

February 28, 1936

E. H. Itschner & E. L. Rigdon
Barlow, Oregon

Dear Sirs:

By express we are forwarding to you today a fully executed copy of contract #1801 awarded to you on December 30, 1935 for the six miles of grading on the Awbrey-Eugene Section of the Junction City-Eugene Secondary Highway in Lane County.

This copy is for your records and files, and is being addressed to the Post Office at Canby, where you may obtain it, since there is no express service to Barlow.

Very truly yours,

Secretary

DP

262-A

February 27, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Ashbrey-Eugene Section, Project No. WPMH 262-A.

In connection with this project, it developed subsequent to the receiving of bids, that the overhaul and truck haul items were not correct, due to the revision in the plans concerning the sources of the excavation materials to be used in the construction of the roadbed. Accordingly, the overhaul quantity was changed in the contract from 35,500 yard stations to 55,000 yard stations, and the truck haul quantity was changed from 51,000 yard miles to 48,000 yard miles. These revised quantities are the contract amounts and include the non-participating work south of the overcrossing.

We are enclosing three copies of a letter signed by the contractor agreeing to the above changes, and the agreement estimate has been revised accordingly. We are likewise sending five sets of blueprint plans showing the revised excavation and haul quantities.

The lump sum reduction made by the contractor for the award of this project and also the Junction City-Siuslaw Junction Section, Project No. WPMH 262-B is $500.00, and the contracts specify the amounts to apply on each project to be $384.00 and $116.00, respectively.

The length of the non-participating section included in the contract for Project No. WPMH 262-A is 0.710 mile, which length was used in computing the non-participating portion of the amount bid for clearing and grubbing.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Dict. by J. W. Nash/ME
Encl.

S. H. Probert
Office Engineer

Oregon State Highway Department

U. S. Works Program
Project No. [illegible]

[illegible] SECTION OF THE

[illegible] STATE HIGHWAY NUMBER [illegible]

(Estimate as basis for project agreements. Based on low bid prices.)

Salem, Oregon, February 6, 1935

ROADWORK

All Required				
780	cu. yds.	Clearing and Grubbing		$ 3,963.60
57,000	" "	Trench Excavation	$1.50	1,098.00
58,300	yds. sta.	Excavation, Single Classification	0.30	17,100.00
45,000	yds. mi.	Overhaul	0.02	1,878.00
74,000	cu. yds.	Grade Haul	0.13	5,878.00
5.25	miles	Special Borrow	0.25	18,500.00
300	Lin. Ft.	Finishing Roadbed and Slopes	400.00	2,100.00
800	" "	12" Concrete Pipe	0.80	480.00
680	" "	18" Concrete Pipe	2.00	1,600.00
90	" "	24" Concrete Pipe	2.70	1,836.00
160	" "	36" Concrete Pipe	5.75	517.50
56,000	cu. yds.	Salvaging Culvert Pipe	1.00	160.00
		Selected Roadbed Topping	0.35	19,600.00
				$73,727.10
		Lump Sum Reduction		321.60
				$73,405.50

Bridge [illegible]

70	cu. yds.	Excavation	$1.00	$ 70.00
50	" "	Class "B" Concrete	17.00	850.00
6,300	lbs.	Metal Reinforcement	0.045	286.00
				$ 1,206.00
		Subtotal		$74,611.50
		10% Engr. & Cont.		7,461.15
		Total		$82,077.65
		Length of Roadwork		5.247 miles
		Cost per mile		$15,642.66

ROADSIDE IMPROVEMENT

12,000	cu. yds.	Placing Top Soil Cover	$0.45	$5,400.00
				$5,400.00
		Lump Sum Reduction		10.39
		Subtotal		$5,389.61
		10% Engr. & Cont.		538.96
		Total		$5,928.57

Length of Roadside Improvement 5.247 miles
Cost per mile $1,128.61

BRIDGES

Trestle (Sta. 406+32)

4	cu. yds.	Excavation	$1.00	$ 4.00
360	lin. ft.	Treated Trestle Piling	0.80	288.00
14	M-FBM	Treated Lumber	80.00	1,120.00
50	cu. yds.	Class "P" Concrete	17.00	850.00
10,480	lbs.	Metal Reinforcement	0.045	468.00
136	lin. ft.	Concrete Handrail	3.50	476.00
				$3,206.00

Trestle (Sta. 469+08)

4	cu. yds.	Excavation	$1.00	$ 4.00
320	lin. ft.	Treated Trestle Piling	0.80	256.00
10	M-FBM	Treated Lumber	80.00	800.00
36	cu. yds.	Class "P" Concrete	17.00	612.00
7,000	lbs.	Metal Reinforcement	0.045	315.00
92	lin. ft.	Concrete Handrail	3.50	322.00
				$2,309.00

Trestle (Sta. 498+75)

4	cu. yds.	Excavation	$1.00	$ 4.00
440	lin. ft.	Treated Trestle Piling	0.80	352.00
14	M-FBM	Treated Lumber	80.00	1,120.00
50	cu. yds.	Class "P" Concrete	17.00	850.00
10,400	lbs.	Metal Reinforcement	0.045	468.00
136	lin. ft.	Concrete Handrail	3.50	476.00
				$3,270.00

Trestle (Sta. 525+00)

4	cu. yds.	Excavation	$1.00	$ 4.00
400	lin. ft.	Treated Trestle Piling	0.80	320.00
14	M-FBM	Treated Lumber	80.00	1,120.00
50	cu. yds.	Class "D" Concrete	17.00	850.00
10,400	lbs.	Metal Reinforcement	0.045	468.00
136	lin. ft.	Concrete Handrail	3.50	476.00
				$3,238.00

Trestle (Sta. 613+50)

20	cu. yds.	Excavation	$1.00	$ 20.00
400	lin. ft.	Treated Trestle Piling	0.80	320.00
10	M-FBM	Treated Lumber	80.00	800.00
28	cu. yds.	Class "D" Concrete	17.00	476.00
5,100	lbs.	Metal Reinforcement	0.045	229.50
				$1,845.50

Subtotal	$13,868.50
10% Engr. & Cont.	1,386.85
Total	$15,255.35

Length of Bridges 0.048 mile

WPRM Funds Requested:

Roadwork	$82,077.06
Roadside Improvement	5,918.67
Bridges	15,255.35
	$103,251.08

	Roadwork	Roadside Improvement	Bridges
Estimated Labor Required	70,000 man hours	3,500 man hours	6,100 man hours
Cost of Labor	$42,000.00	$1,500.00	$4,600.00
Cost of Materials	$4,000.00	--	$7,800.00

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 21 1936
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, ORE.

IN YOUR REPLY PLEASE REFER TO

FILE NO. Oregon WPGH-262-A

February 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

FORM S-K-1 1500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

February 17, 1936

Personal

Mr. C. M. Young
County Commissioner
Eugene, Oregon

Dear Sir:

We have your letter of the eighth instant, in which you make reference to the question of beautification of the borrow pit which we are acquiring from you on the Eugene-Junction City Secondary State Highway.

It is the plan of the department to carry out a landscaping project on this section of the highway, although progress under the existing contracts has not proceeded far enough yet so that the department has worked out a final plan or taken any steps toward the awarding of a contract for such landscaping work.

We feel assured, however, that you may depend upon the fact that this landscaping work will be done and that your property will not be left in an unsightly condition. We do not think that it would be desirable to place any such matters in a deed, and you may accept this communication as assurance by the department that the work referred to will be done.

Yours very truly,

J. M. DEVERS

By J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. George Otten

FORM S-A-1 SM 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 6 1936
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 5, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Will you please send to E. E. Johnston, Resident Engineer at Eugene, a copy of the description contained in the deed from Marion F. Stafford for the borrow pit site at station 285, Eugene-Junction City Secondary Highway, along with a print of the sketch reflecting the boundaries of the site.

Also please send a copy of the description and sketch to our office.

Very truly yours,

L. A. OLLIER
Division Engineer

By
C. B. Cannon
Office Engineer

cc. R. H. Baldock
cc. E. E. Johnston

CDC:AF

January 24, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Eugene Overcrossing, Project No. NPGH 262-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. WPGH 267-A

RIGHT OVERCROSSING OF S. P. CO. TRACKS ON THE JUNCTION CITY-HUMBER HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 23, 1935

Roadway (Sta. 636+00 to 641+84)

All Required		Clearing and Grubbing		$ 500.00
700	cu. yds.	Trench Excavation	$ 0.75	525.00
140,000	cu. yds.	Borrowed Embankment Materials	0.19	26,600.00
4,500	cu. yds.	Placing Top Soil Cover	0.65	2,925.00
60	lin. ft.	18" Concrete Pipe	2.60	156.00
150	lin. ft.	30" Extra Strength Pipe	5.25	787.50
100	lin. ft.	Salvaging Culvert Pipe	1.00	100.00
5,600	lin. ft.	Cable Guard Fence	0.90	5,040.00
7,000	sq. yds.	Portland Cement Concrete Pavement	1.70	11,900.00
700	lin. ft.	Expansion Joints	0.15	105.00
3,600	lin. ft.	Contraction Joints	0.02	72.00
3,600	only	Dowels	0.15	540.00
6,000	lbs.	Tie Bars and Reinforcement	0.03	180.00
350	cu. yds.	Sand Cushion	1.75	612.50
250	cu. yds.	Rock Shoulders	1.30	325.00
180	cu. yds.	Rock Footpaths	3.25	585.00
50	cu. yds.	Filler	0.50	25.00
50	yds. sq.	Sealing Filler	0.50	25.00
		Subtotal		$ 51,003.00
		10% Engr. & Cont.		5,100.30
		Total		$ 56,103.30

Structure

480	cu. yds.	Structural Excavation	$ 2.00	$ 960.00
40	cu. yds.	Structural Excavation below plane	3.00	120.00
500	cu. yds.	Class "A" Concrete	23.25	11,625.00
170	cu. yds.	Class "D" Concrete	23.25	3,952.50

110,000	lbs.	Metal Reinforcement	$ 0.045	$ 4,950.00
420	lin. ft.	Concrete Handrail	3.75	1,575.00
			Subtotal	$ 23,182.50
			10% Engr. & Cont.	2,318.25
			Total	$ 25,500.75

Length of Roadwork	0.527 mile
" " Structure	.038 "
Total Length	0.565 "
Cost per mile, Roadwork	$ 106,457.87

WPGH Funds Requested:

Roadwork	$ 56,103.30
Structure	25,500.75
	$ 81,604.05

	Roadwork	Structure
Estimated Labor Required	40,000 man-hours	8,300 man-hours
Cost of Labor	$ 25,000	$ 7,000
Cost of Materials	$ 13,500	$ 7,000

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

FORM S-A-1 SM 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

262-C

Jan. 18, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. M. DEVERS

Dear Sir:

We have a letter from Resident Engineer Johnston at Eugene, stating that some of the property owners along the Awbrey-Eugene Section of the Junction City-Eugene Secondary Highway have asked that their fences be not disturbed until payment has been made for property acquired for the right of way purposes.

Their reason for asking this is that they do not have money to rebuild the fences until payment is made for the right of way. The contractor, in order to complete his clearing, must remove the fences.

Will you advise Mr. Johnston as to the date that the property owners can expect to receive the warrants in payment for the property acquired?

Very truly yours,

PAUL VANSCOY
Acting Division Engr.

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
cc. H. G. Smith
cc. E. E. Johnston

CDC:AWF

Form 838—5M—6-35

OREGON STATE HIGHWAY COMMISSION

2.62-A

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 18, 193 6

Section Awbrey - Eugene

Highway Junction City - Eugene Secondary

Contractor Itschner & Rigdon

Date of contract December 30, 193 5

Date work started January 13, 193 6

Amount of contract $ 88,758.50

Estimated cost of completed project, exclusive of engineering $ 88,758.50

Per cent of contract completed, based on total contract price 3.3 %

Engineering cost to date, $ 318.16, 0.03. %

Kind of work Grading

Section prefix 120-1012

Contract number 1801

Date of completion October 31, 193 6

Estimated date of completion October 31, 193 6

Per cent of time elapsed 6.2 %

Date project was completed ....., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor began clearing operations on Monday, January 13th. Clearing 65% completed this week.

ENGINEERING

Mon. - Three men staked right of way, sta. 580 to 604.

Tues.- No work by field party.
Wed. - " " " " "
Thurs.- Three men setting right of way pins and posts, sta. 628 to 610.

Fri. - Three men setting right of way pins and posts, sta. 535 to 610. One man computing grades and tabulating same. One man part of day working up transit notes on revised curve for 6th street connection.

Sat. - Three men stake right of way on Diess property and run in revised curve on 6th street connection.

RECEIVED
JAN 20 1936

Signed E. E. Johnston, Res. Eng.

Address Box 204, Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	[illegible] Clear. & Grub.	[illegible] in. R.B. & Sl.	[illegible] Plac. Top Soil
Miles in project	6.0	6.0	6.0	6.0	6.0
Miles partially completed			6.0		
Miles completed					
Total estimated quantities	141950 c.y.	23850 c.y.	All	6.0	14000 c.y.
Estimated quantities moved or placed to date			65%		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	23				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM						
	Lane COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	19					3	22
Men and teams							
Men and trucks under 3 tons	1						1
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Showers	4	Rain
Friday	Fair	8	Could not start grading operations account of wet ground.
Saturday	Rain	8	" " " " " " " " "

FORM 3-E-1 1936
COMMISSION
HENRY F. CA[illegible] CHAIRMAN, PORTLAND
E. B. ALDRICH[illegible]LETON
CARL G. WA[illegible]E, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. H. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

January 16, 1936

Mr. E. L. King, Superintendent
Southern Pacific Company
Pacific Building
Portland, Oregon

Dear Sir:

Herewith we return to you duplicate counterparts of agreement covering proposed overhead crossing of your Coos Bay Branch on the Eugene-Junction City Secondary State Highway north of Eugene, both copies of which have been executed by the State Highway Commission.

It is our understanding that you will send us a fully executed copy for our files after execution by Southern Pacific Company. If at that time you should happen to have an extra unsigned copy we should appreciate receiving this also.

Yours very truly,

J. H. DEVERS

By J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. H. B. Glaisyer
Mr. G. S. Paxson

January 14, 1936

Mr. J. M. Devers
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Attention Mr. J. W. DeSouza

I am returning to you herewith two copies of the agreement with the Southern Pacific Company covering the proposed overhead crossing of the Eugene-Junction City secondary highway over the Southern Pacific Company Coos Bay Branch Line north of Eugene. These agreements have been signed by the Highway Commission and are now ready for execution on the part of the Southern Pacific Company.

Will you please attend to this and furnish me with a fully executed copy when they are ready?

Very truly yours,

H. B. Gleinyer, Secretary

HBG:dp
Enc. 2

FORM 2-K-1 1500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

January 7, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Herewith we hand you for execution by the State Highway Commission two copies of proposed agreement covering the overhead crossing on the Coos Bay Line of Southern Pacific Company on the Eugene-Junction City Secondary Highway north of Eugene.

The form of agreement was examined by Mr. Paxson and found satisfactory as to engineering details. It meets with the approval of the legal department as to legal matters.

Will you please return both copies to the writer when they have been executed so that they can be forwarded to Mr. King?

Yours very truly,

J. M. DEVERS

By J. W. DeSouza a.w.
J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW

returned & dealt 1/14

262-A

JANUARY 3, 1936

Mr. Harold Blake,
400 North Thompson St.,
Portland, Oregon.

Dear Sir:

We are sending to you today by express a fully executed copy of contract No. 1789 which was awarded to you on November 30, 1935, for the construction of a bridge over the Southern Pacific Company's tracks, near Eugene, on the Junction City-Eugene Secondary Highway.

This copy is for your records and files.

Yours very truly,

Secretary

D

I

C.E. C.E.

262-a

December 31, 1935

Mr. Glen S. Parson
Acting Bridge Engineer
Office

Dear Sir:

The State Highway Commission had under consideration at its meeting on December 27 the matter of approving Harold Blake sub-contracting approximately 50% of his Eugene over-crossing project.

The Commission approved the sub-contract, subject to the approval of the Bureau of Public Roads.

Very truly yours,

Secretary

HBG:MEL

December 24, 1935.

Mr. H. B. Glaisyer

The matter of a proposed subcontract by Harold Blake on the Eugene Overcrossing is to be considered at the Commission meeting tomorrow. The proposed subcontract is approximately half of the total amount of the contract, and is permitted under the specifications for this job but questioned by the Bureau of Public Roads.

G. S. Paxson

262-a

Notice of Confirmation - Claim for Refund - Contracts - Awards - 1/17/36

December 31, 1935

Messrs. Itschner & Rigdon, Contractors
Harlow, Oregon

Gentlemen:

Confirming my telegram to you of December thirtieth, I wish to say that the State Highway Commission awarded you on December 30 the contract for the construction of the Ambrey-Eugene Section of the Junction City-Eugene Secondary Highway in Lane County, for which you submitted the low bid of $80,142.50 on November 30.

You may consider this letter as your authority to begin construction operations immediately. Contract forms for your acceptance are now being prepared and will be mailed to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,

Secretary

HDG:MK
cc - Itschner & Rigdon, Junction City

PACIFIC TELEGRAM

Dec 30, 1935

ITSCHNER & RIGDON

BARLOW OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION AUBREY-EUGENE SECTION JUNCTION CITY EUGENE SECONDARY HIGHWAY IN LANE COUNTY FOR WHICH YOU SUBMITTED LOW BID ON NOVEMBER 30TH STOP YOU MAY START CONSTRUCTION OPERATIONS IMMEDIATELY STOP CONTRACT FORMS FOLLOW SHORTLY.

H B GLAISYER SECRETARY

STATE HIGHWAY COMMISSION

OR Sent
by C. McKee
455pm 12/30/35

262-a

Engineer authorized to award
following contract when
NJPRA approves —

~~Clarke~~ Awbrey Bros. Engr.
262-a

amp

proposal for a welding
Machine 244-B

bid Tober Nov 30

actually awarded on Dec 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
JAN 1
OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 30, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon WPMH 262-A, Awbrey-Eugene section of the Junction City-Eugene Secondary Highway, to E. H. Itschner & E. L. Rigdon, Barlow, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Telegram

Stadium & Rigdon
Baker Oregon

State Highway Commission today awarded your contract for construction Aubrey-Eugene section junction Alt Eugene Veneta Hwy 5 in Lane County for which you submitted low bid on November 30th stop you may start construction operations immediately stop contract forms follow shortly

Austin Veneta Secretary

Pacific Tel

Sent
Ray C. McRae
4:55 PM 12/30/35

262-A.

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As the matters which have been delaying the award of the contract for the Aubrey-Eugene Project (WPRH 262-A) have now been satisfactorily arranged, the Highway Commission will, if you concur, award the contract to E. H. Itschner & E. L. Rigdon, the low bidders. It is the desire of the Commission to make this award on December 30th.

Mr. Griffith's statement in regard to the availability of labor is being submitted herewith.

Your concurrence in the award of the contract as above indicated will be appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:GS

Encl.

COPY

WORKS PROGRESS ADMINISTRATION

Twelfth Floor - Bedell Building

Portland, Oregon

E. J. Griffith
Administrator for Oregon

December 27, 1935

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

SUBJECT: Availability of Relief Labor
Project #WPMH-262A
Eugene, Lane County

This will acknowledge receipt of your letter of December 26th, in which you request our certification as to the availability of relief labor in the amount specified on WPA Form 303 for the Awbrey-Eugene Project WPMH-262A, located on Secondary Highway No. 223 at the City Limits of Eugene.

This is to certify that relief labor is available in this vicinity for the purpose of your work and that I approve the scheduling of your project to begin about January 1, 1936.

Very truly yours,

(Sgd) E. J. Griffith

State Administrator

262-A

December 10, 1935

E. H. Itschner & E. L. Higdon
Burlew, Oregon

Gentlemen:

Anticipating that we may soon be able to award to you the contract for the Aubrey-Eugene Project, and with the view of avoiding any misunderstanding on account of certain changes in plans which were made subsequent to the sending out of bidding plans, we are sending herewith two sets of the special provisions and contract price schedules which we propose to include in the contract if, and when, it is awarded. We are, also, sending, under separate cover, two sets of project plans revised to show changes in quantities and changes in distribution of excavation materials.

In each set of special provisions, we have marked with red crayon the paragraphs in which changes have been made, and in order that you may check on these changes, we are sending, also, a set of the special provisions as they appear in the proposal form in which you submitted your bid. The changes are not exactly as indicated in the notice which was sent to all bidders under date of November 26, 1935, but they are practically so.

The quantities and prices shown in the schedules of contract prices are the same as you bid them in your proposal, except that the quantity of Overhaul has been increased from 35,500 yd. stas. to 55,000 yd. stas., and the quantity of Truck Haul has been decreased from 51,800 yd. miles to 48,000 yd. miles. In order that you may check this, we are sending herewith photostat copies of the bid sheets in your proposal.

You will please read and check the special provisions as revised, the schedules of contract prices, and the revised plans and familiarize yourselves with all changes that have been made. If, after having so done, you are willing to enter into a contract on the basis of the revised special provisions, the schedules of prices, and the revised plans, you will please so indicate by sign-

ing the acceptance at the bottom of the accompanying carbon copy of this letter, by signing the price schedule and sheets 2 and 4 of the special provisions, and by signing the consent statements which appear on sheets 3 to 9, inclusive, of the revised plans. After that has been done, return to us the carbon copy of this letter, one set of the revised plans, one set of revised special provisions and one copy of the schedule of contract prices.

After we have received the documents and plans to be returned by you, we will be in position to further consider the matter of awarding the contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:ER

Encl.

ACCEPTANCE OF CHANGES IN PLANS AND SPECIFICATIONS

We hereby accept and consent to the changes in plans, specifications and quantities which are indicated by the revised plan sheets, revised special provisions, and schedule of prices above referred to, and, if awarded the contract, will enter into the same and perform the work in accordance therewith, and will accept payment on the basis specified therein, without claim for extra compensation or extra allowance of any kind by reason of said changes.

Signed this_____day of December, 1935.

E. H. Itschner & E. L. Rigdon

By_____

December 6, 1935

Mr. Clarence D. Porter, Mgr.
Fidelity & Deposit Co. of Maryland
Failing Building
Portland, Oregon

Dear Sir:

To provide you with the information which you requested by telephone this morning, we are sending to you, under separate cover, a copy of the proposal form for the Amboy-Eugene Project, bids for which project were received by the Highway Commission on November 30th.

If you will refer to Sheet No. 14 of the mimeographed special provisions which are bound in this proposal form, you will find the clause specifying the number of man-hours of employment required to be furnished to persons who have been certified for assignment to the work by the U. S. Employment Service.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HH

FORM S-E-1 28152 1500 10-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 3, 1928.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

Under date of November 23, you advised us of the approval of Oregon Federal Aid Project 282, involving the improvement of 12.4 miles of the Pacific Highway between a point in Junction City at the south end of Federal Aid Project No. 196 and a point in Section 26, Twp 17 South, Range 4 W. W. M., near Eugene in Lane County, subject to the condition that the grade crossing of the railroad within the limits of the project be protected by safety devices.

We assume that this grade crossing is the crossing of the Coos Bay Branch of the Southern Pacific. A contract was awarded to Harold Blake for the construction of an overcrossing at this point at the November 30, meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock
M. Stephenson

December 2, 1935.

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission, at its meeting held on Saturday, November 30, awarded to you the contract for road and bridge construction on the Junction City-Eugene Secondary Highway north of Eugene in Lane County, based on your bid price of $74,185.50.

You may consider this letter as your authority and our request to start your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBO:CE

cc - S. H. Probert
Bridge Dept.
E. A. Collier

362a

NOTED
State Highway Engineer

November 28, 1955

Mr. J. M. Devers:

Herewith proposed contract between the Southern Pacific Company and the state covering the Eugene overcrossing.

I have read this over, and it seems to be satisfactory.

G. S. Paxson

GSP:AP
Attached

cc R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Grade Separation Project No. WPGH 262-A, the Eugene Overcrossing section of the Junction City-Eugene Secondary Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

262-A

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Works Program project WPMH 262-A, the Awbrey-Eugene Unit of the Junction City-Eugene section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

As covered in our conversation with Mr. Probert, revised section sheet should be submitted showing the section to be constructed with Works Program Highway Funds.

Plans for revised handrail should be submitted.

Concurrence in award of contract will be withheld pending approval of the project statement.

The item of placing top soil, 10,600 C.Y., should be corrected on the project agreement estimate to show the correct quantity of 12,000 C.Y.

It is noted that the estimate shows $120,519.20, whereas the total should be $121,519.20.

It is noted that several recent projects have included work under the heading of roadside improvement. In this connection, our approval is subject to review by the Washington Office inasmuch as no specific landscaping projects have been included in the program as submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

262-A

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Works Program Grade Separation project No. WPGH 262-A, the Eugene Overcrossing of the Junction City-Eugene section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

The item of soil cover omitted in the P.S.& E. estimate should be included in the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

262-A

November 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Ashroy-Eugene Section, Project No. WPNH 262-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — U. S. Works Program
Project No. NPME 260-A

ALBANY-EUGENE SECTION OF THE
JUNCTION CITY-EUGENE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, November 14, 1935

ROADWORK

All Required		Clearing and Grubbing		$ 1,000.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
75,000	cu. yds.	Excavation, Single Classification	0.30	22,500.00
47,000	yd. sta.	Overhaul	0.02	940.00
35,000	yds. mi.	Truck Haul	0.20	7,000.00
56,000	cu. yds.	Special Borrow	0.35	19,600.00
5.25	miles	Finishing Roadbed and Slopes	200.00	1,050.00
500	lin. ft.	12" Concrete Pipe	1.50	750.00
800	lin. ft.	18" Concrete Pipe	2.50	2,000.00
680	lin. ft.	24" Concrete Pipe	3.50	2,380.00
90	lin. ft.	36" Concrete Pipe	6.00	540.00
160	lin. ft.	Salvaging Culvert Pipe	0.50	80.00
56,000	cu. yds.	Selected Roadbed Topping	0.55	30,800.00
				$ 89,340.00

Culvert (Sta. 543+83)

50	cu. yds.	Excavation	$ 2.00	$ 100.00
50	cu. yds.	Class "D" Concrete	20.00	1,000.00
6,800	lbs.	Metal Reinforcement	0.05	340.00
				$ 1,440.00

Subtotal		$ 90,780.00
10% Engr. & Contg.		9,078.00
Total		$ 99,858.00
Length of Roadwork	5.247 miles	
Cost per mile	$ 19,031.44	

ROADSIDE IMPROVEMENT

10,600	cu. yds.	Placing Top Soil Cover	$ 0.30	$ 3,180.00
		Subtotal		$ 3,180.00
		10% Engr. & Cont.		318.00
		Total		$ 3,498.00

Length of Roadside Improvement 5.247 miles
Cost per mile $ 666.66

BRIDGES

Trestle (Sta. 406+30)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
360	lin. ft.	Treated Trestle Piling	1.00	360.00
14	M-FBM	Treated Lumber	100.00	1,400.00
50	cu. yds.	Class "D" Concrete	20.00	1,000.00
10,400	lbs.	Metal Reinforcement	0.05	520.00
136	lin. ft.	Composite Handrail	3.75	510.00
				$ 3,798.00

Trestle (Sta. 469+00)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
320	lin. ft.	Treated Trestle Piling	1.00	320.00
10	M-FBM	Treated Lumber	100.00	1,000.00
36	cu. yds.	Class "D" Concrete	20.00	720.00
7,000	lbs.	Metal Reinforcement	0.05	350.00
92	lin. ft.	Composite Handrail	3.75	345.00
				$ 2,743.00

Trestle (Sta. 498+75)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
440	lin. ft.	Treated Trestle Piling	1.00	440.00
14	M-FBM	Treated Lumber	100.00	1,400.00
50	cu. yds.	Class "D" Concrete	20.00	1,000.00
10,400	lbs.	Metal Reinforcement	0.05	520.00
136	lin. ft.	Composite Handrail	3.75	510.00
				$ 3,878.00

Trestle (Sta. 525+00)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
400	lin. ft.	Treated Trestle Piling	1.00	400.00
14	M-FBM	Treated Lumber	100.00	1,400.00
50	cu. yds.	Class "D" Concrete	20.00	1,000.00
10,400	lbs.	Metal Reinforcement	0.05	520.00
136	lin. ft.	Composite Handrail	3.75	510.00
				$ 3,838.00

Trestle (Sta. 613+50)

40	cu. yds.	Excavation	$ 2.00	$ 40.00
400	lin. ft.	Treated Trestle Piling	1.00	400.00
10	M-FBM	Treated Lumber	100.00	1,000.00
28	cu. yds.	Class "D" Concrete	20.00	560.00
5,100	lbs.	Metal Reinforcement	0.05	255.00
				$ 2,255.00

Subtotal	$ 16,512.00
10% Engr. & Cont.	1,651.20
Total	$ 18,163.20

Length of Bridges 0.043 mile

WFMH Funds Requested:

Roadwork	$ 99,858.00
Roadside Improvement	3,498.00
Bridges	18,163.20
	$ 120,519.20

	Roadwork	Roadside Improvement	Bridges
Estimated Labor Required	70,000 man-hours	3,500 man-hours	6,100 man-hours
Cost of Labor	$ 42,000	$ 1,500	$ 4,600
Cost of Materials	$ 4,000	- -	$ 7,800

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 262-A

ASHLEY-ELGENE SECTION OF THE

JUNCTION CITY-ELGENE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, November 14, 1935

ROADWORK

	All Required		Clearing and Grubbing		$ 1,000.00	1000.00
700	950	cu. yds.	Trench Excavation	$ 1.00	950.00	700.00
75000	81,000	cu. yds.	Excavation, Single Classification	0.30	24,300.00	22500.00
47000	49,500	yd. sta.	Overhaul	0.02	990.00	940.00
35000	38,000	yd. mi.	Truck Haul	0.20	7,600.00	7000.00
56,000	60,000	cu. yds.	Special Borrow	0.35	21,000.00	19600.00
5.38	5.26	miles	Finishing Roadbed and Slopes	200.00	1,052.00	1050.00
500	800	lin. ft.	12" Concrete Pipe	1.50	1,200.00	750.00
800	950	lin. ft.	18" Concrete Pipe	2.50	2,375.00	2000.00
680	680	lin. ft.	24" Concrete Pipe	3.50	2,380.00	2380.00
90	90	lin. ft.	36" Concrete Pipe	6.00	540.00	540.00
160	250	lin. ft.	Salvaging Culvert Pipe	0.50	125.00	80.00
56000	63,000	cu. yds.	Selected Roadbed Topping	0.55	34,650.00	30800.00
	900	cu. yds.	Crushed Gravel Surfacing	2.00	1,800.00	
					$ 99,892.00	89,340

Culvert (Bids. 5434-35)

50	cu. yds.	Excavation	$ 2.00	$ 100.00
50	cu. yds.	Class "D" Concrete	20.00	1,000.00
6,800	lbs.	Metal Reinforcement	0.05	340.00
				$ 1,440.00

Subtotal	$101,332.00	10 780.00
10% Engr. & Cont.	10,133.20	978.00
Total	$111,465.20	9758.00

Length of Roadwork 5.247 miles
Cost per mile $ 21,235.22 19031.44

ROADSIDE IMPROVEMENT

10,600	~~14,000~~ cu. yds.	Placing Top Soil Cover		~~$ 5,880.00~~	3180.00
			Subtotal	~~$ 5,880.00~~	3180.00
			10% Engr. & Contg.	520.00	318.00
			Total	~~$ 5,720.00~~	3498.00
		Length of Roadside Improvement	5.247 miles		
		Cost per mile	~~$ 1,090.14~~	666.66	

BRIDGE

Trestle (Sta. 406+30)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
360	lin. ft.	Treated Trestle Piling	1.00	360.00
14	M-FBM	Treated Lumber	100.00	1,400.00
50	cu. yds.	Class "D" Concrete	20.00	1,000.00
10,400	lbs.	Metal Reinforcement	0.05	520.00
136	lin. ft.	Composite Handrail	3.75	510.00
				$ 3,798.00

Trestle (Sta. 469+00)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
320	lin. ft.	Treated Trestle Piling	1.00	320.00
10	M-FBM	Treated Lumber	100.00	1,000.00
36	cu. yds.	Class "D" Concrete	20.00	720.00
7,000	lbs.	Metal Reinforcement	0.05	350.00
92	lin. ft.	Composite Handrail	3.75	345.00
				$ 2,743.00

Trestle (Sta. 498+75)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
440	lin. ft.	Treated Trestle Piling	1.00	440.00
14	M-FBM	Treated Lumber	100.00	1,400.00
50	cu. yds.	Class "D" Concrete	20.00	1,000.00
10,400	lbs.	Metal Reinforcement	0.05	520.00
136	lin. ft.	Composite Handrail	3.75	510.00
				$ 3,878.00

Trestle (Sta. 535+00)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
400	lin. ft.	Treated Trestle Piling	1.00	400.00
14	M-FBM	Treated Lumber	100.00	1,400.00
50	cu. yds.	Class "D" Concrete	20.00	1,000.00
10,400	lbs.	Metal Reinforcement	0.05	520.00
136	lin. ft.	Composite Handrail	3.75	510.00
				$ 3,838.00

Trestle (Sta. 613+50)

20	cu. yds.	Excavation	$ 2.00	$ 40.00
400	lin. ft.	Treated Trestle Piling	1.00	400.00
10	M-FBM	Treated Lumber	100.00	1,000.00
28	cu. yds.	Class "D" Concrete	20.00	560.00
5,100	lbs.	Metal Reinforcement	0.05	255.00
				$ 2,255.00

Subtotal	$ 16,512.00
10% Engr. & Cont.	1,651.20
Total	$ 18,163.20

Length of Bridges 0.048 mile

HPMS Funds Requested:

Roadwork	~~$111,421.20~~	99,858.00
Roadside Improvement	~~5,720.00~~	3498.00
Bridges	~~18,163.20~~	18163.20
	~~$135,304.40~~	120,519.20

	Roadwork	Roadside Improvement	Bridges
Estimated Labor Required	70,000 man-hours	3,500 man-hours	6,100 man-hours
Cost of Labor	$ 42,000	$ 1,500	$ 4,600
Cost of Materials	$ 4,000	--	$ 7,800

STATE Oregon

PROJECT NO. 262
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 5, 1935

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Junction City-Eugene Section, Junction City-Eugene Highway

2. Between control points of official description: Junction City and Eugene

3. Between intermediate control points if used: S. End Proj. No. 105 and

County of Lane

4. Length in miles (gross) 12.9 (net) 12.9

5. Preliminary estimate of cost: Total, $300,000; section of road to be first improved, $200,000, of which $30,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State:
(Amount.)
Current Income: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 248, Laws 1931.
(Source; refer to statute.)

(*b*) County
(Amount.) (Source; refer to statute.)

8—5673

ROLECI NO
ELVLE

R. M. BALDOCK
ENGR

7. Funds for maintenance to be provided by ..... State ..... , from the following
(State or (and)county.)
sources: Current Income; Chap. 173, Laws 1917; Chap. 31, Laws 1929; Chap. 288, Laws 1931.
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: ..... Treasurer of the State of Oregon .....

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: .....

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: .....
.....None.....

11. Additional remarks: .....

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

..... State Highway Commission .....
(Official title of Highway Department.)

By .....
As Chairman
(Title of officer.)

By .....
As Commissioner
(Title of officer.)

By .....
As Commissioner
(Title of officer.)

FORM B-A-1 GM 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. CLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
October 29, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

I am enclosing herewith a sketch showing the borrow pits 250' East of Sta. 628 and 250' East of Sta. 636 on the William Gardiner property on the Eugene Junction City Highway. This sketch shows approximately the outline of the lakes which is merely intended for a guide as to the proposed shore lines. Mr. Umphlette has discussed with me the advisability of leaving a berm easterly of the toe of fill as a factor of safety which I have indicated at approximately 30' in width. The top soil requirements for the lake shores are just enough to provide for the rise and fall of the water level- Allowing for a total variation of water level of 8' only enough top soil to resurface 12' of exposed beach surface would be required. This can be conveniently stored continuously around the shore lines so as to allow it to be redistributed over the side slopes most economically. Approximately 6" to 8" of top-soil over this area would be sufficient. Irregularities in outline are desirable and no attempt need be made to conform to a geometric outline.

It is suggested however, that the borrow pits furnish the required top-soil for the main fill slopes, and that enough top-soil be stock-piled to provide this covering. If the fill material is largely gravel additional thickness of top soil should be provided to make up for the shrinkage that will occur by reason of leaching into the gravel fill material. A total top-soil covering of 12" would be ample, which in turn would help sustain a shrubbery planting more effectively.

Trusting that this covers the questions raised in your letter and that the sketch is self-explanatory. I remain,

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. E. Smith,
Construction Engineer.

Dictated by
Geo. H. Ottem,
H.

CC to
R.H. Baldock
E. E. Umphlette.

FORM S-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

2.2.1

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 28, 1935

IN REPLY PLEASE REFER TO FILE No.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Your letter of Oct. 24th, received concerning the Eugene grade separation. I have not yet received the blue print and will check it as soon as it is received. In the meantime offer the following suggestions:

The plans as made up, contemplated borrow from pit 600 feet west of station 632. On account of the necessity of acquiring the land between the highway and the railroad and on the suggestion of Mr. Otten it has been decided to make borrow pits between the highway and the Oregon Electric Railroad. The haul should therefore be refigured, based on one pit 250 feet east of station 628 and another pit 250 feet east of station 636. If you wish Umphlette to refigure this haul please send the necessary data to him and he will do so and return to you promptly.

Please consult Mr. Otten concerning shape of borrow pits. He desires to have these deep enough so that the bottom will be covered with water all year. We expect to take a large amount of gravel borrow out of these pits as indicated on plans for Sixth Street Unit and for the section from the Elmira road north and therefore wish to strip a good part of the area for fill and take the gravel underneath for gravel topping. Some of the top soil should be saved around the edge of the proposed pit and slopes should be not steeper than 1½:1. After completion of all excavation the top soil could be pushed down over the edge to cover any exposed gravel or sterile soil and trees could be placed or they will soon start of themselves on this slope.

The clearing would be a very small item consisting only of clean-up along the old fence row. The embankment should be placed in 8" layers and thoroughly compacted. The fill should be topped with gravel topping and unless pavement is to be immediately provided there should be 5 inches of 1" minus crushed gravel provided for the use of traffic until the pavement is placed. I believe it would be of material advantage in avoiding settlement under the pavement to delay placing of the concrete pavement until the section to the north is paved. This will allow settlement and curing of the fill. There is considerable traffic over this road and the contractor should provide and maintain a suitable detour.

Completion date should be made next Fall as it will not be possible to make this fill during a good part of the winter months because the material will be muddy. I should think the contractor would provide and maintain a suitable short detour around the structure until it was completed next Spring and then would make other arrangements when it was necessary to make a longer detour during construction of the fills.

Engineer's Estimate for the grading part of the project will be made up on receipt of the blue print plans.

Very truly yours,

E. A. Collier, Div. Engr.

cc. R. H. Baldock
EAC:AWP

262R

October 21, 1935.

Mr. J. M. Devers

Negotiations have not progressed very far as yet on the Eugene grade separation. Since this is the Southern Pacific Railway Company, I presume that the division of work will be similar to the Dairy Grade Separation Project.

The state will build the structure complete, with the necessary grading and surfacing of highway approaches.

The railroad company will lay the guard rail under the structure, provide flagmen forservise the signal system and telegraph lines, and will be reimbursed for such engineering services as they may render.

G. S. Paxson

cc R. H. Baldock
H. G. Smith
S. H. Probert

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 17, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. A. J. Mitchell,
Chief Engineer,
S. P. & S. Railway Co.,
Portland, Ore.

Dear Sir:

Replying to your letter of October 11th, regarding the possibilities for borrow from the O. E. Ry. right of way between Junction City and Eugene, we are enclosing herewith the print of the O. E. Ry. profile upon which we have indicated ties to Section lines and O. E. Ry. center lines. Also the proposed grade line for the highway and borrow pit data.

We are also sending you a print showing typical sections between the center of the proposed highway and the center of the O. E. Ry. track. Regarding the encroachment at Enid, wish to advise that our right of way buyer Mr. Parker has already taken this matter up with your Mr. Davies and doubtless you are familiar with the situation at this time.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R.H. Baldock

FORM S-A-1 23660 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 12, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Confirming my conversation with you the Commission meeting it will be satisfactory to make borrow for the Awbrey Station to Elmira Road Section and for the Sixth Street Section from the Gardiner property between the highway and the Oregon Electric and north of the Southern Pacific.

We have found gravel at reasonable depth in this tract and Mr. Otten asks that we borrow between the highway and the railroad rather than on the west side as he thinks the appearance will be better. I suggest that all borrow required in that vicinity on these two sections be taken from this one pit in order to strip the area necessary from which to get the gravel topping. This may increase slightly the truck haul on the Sixth Street unit.

When the time comes to construct the overhead we should obtain borrow from the pit on the south side of the Southern Pacific as well as this pit on the north side.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. E. E. Umphlette
EAC:ANF

FORM S-A-1 10154 SM 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

262 a

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Aug. 23, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Please advise if agreement has been reached concerning borrow on the Oregon Electric right of way adjacent to the Junction City-Eugene Section. Mr. Parker tells me that you have had discussion with the railroad company concerning removal or rebuilding of their right of way fence, reconstruction of their telephone line or leaving poles in place with small surrounding island of dirt.

Mr. Umphlette tells me the fence posts are quite rotten and the fencing itself is 20 years old so that reconstruction of this fence would involve new posts and perhaps half new fencing. The cost would run probably $500.00 per mile. Also that the telephone poles are the same age and consequently will probably require renewal in the near future in any case.

Umphlette should have this advice as soon as possible in order that he may complete cross sections and computation of yardage and decide on required area of borrow pits to complete the embankments.

The two projects to be put on this year--Junction City to Siuslaw Highway and Eugene to a point near Avard do not involve very much right of way parallel and adjacent to the Oregon Electric, there being about half a mile on the piece south of Junction and less than that on the piece north of Eugene.

Is it necessary to rebuild the right of way fence? On the Siuslaw between Cushman and Mapleton and at Rice Hill there are no right of way fences between the highway and railroad at present.

Umphlette plans 5 to 1 slopes out for 15 feet which makes 3 feet down from profile and 12 to 1 slopes beyond this point. The question is whether to stay outside the railroad right of way or to include the rim of dirt out to the railroad ditch.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. J. M. Devers
cc. E. E. Umphlette

EAC:AWF

JUNCTION CITY - BUSHNE SECTION

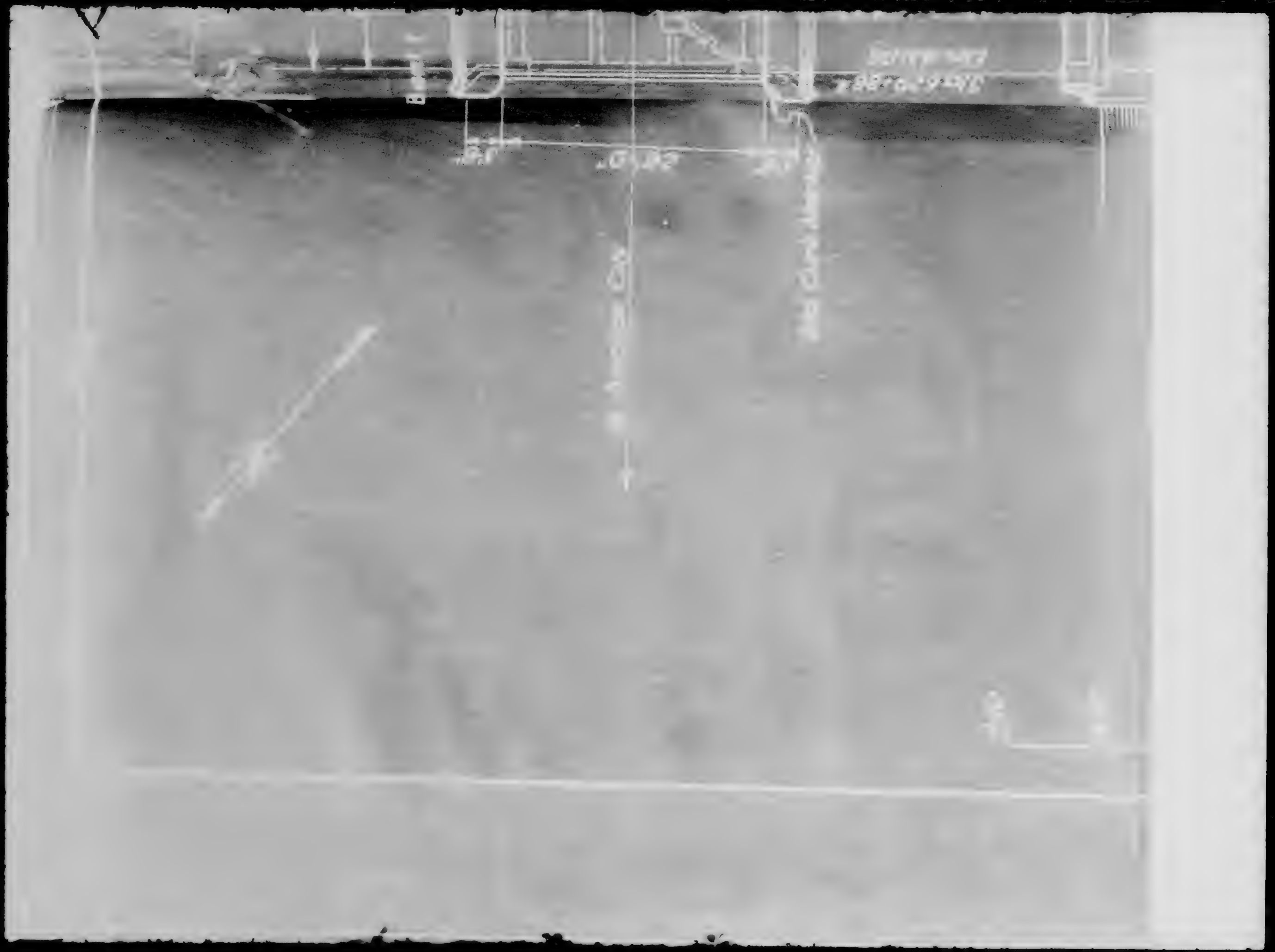
[illegible] JUNCTION CITY — BUSHNE SECONDARY HIGHWAY

LANE COUNTY

FED AID PROJECT NO. [illegible]

PROPOSED
GRADE SEPARATION
END OF PROJECT
EUG

EUGENE



Pole 4

Bent 3

Smoke)

60'-0"

30'-0"

30'-0"

31'-6"

Sta. 630+54 ±
Elev. 431.32

Bent 2

Drain

Bent 1

Sta. 629+86 ±
Elev. 431.08

Sta. 629+94 ±
Elev. 431.12

Pole

Wires removed to here during construction

C.S. Power Track

C.S. Power Track

14'-0"

199'-0"

63'-0"

Bent 3

31'-6"

31'-6"

30'-0"

Bent 4

Smoke Guard

31'-6"

Sta. 630+85.8
℄ Present Track

℄ Smoke Guard

31'-6"

Sta. 631+17.2
Elev. 431.37

30'-0"

PLAN

Sta. 631+77±

Elev. 431.27

Sta. 631+85±

Elev. 431.24

Bent 5

Bent 6

To Everett

S. 39° 58' E.

Std. Curb Marker

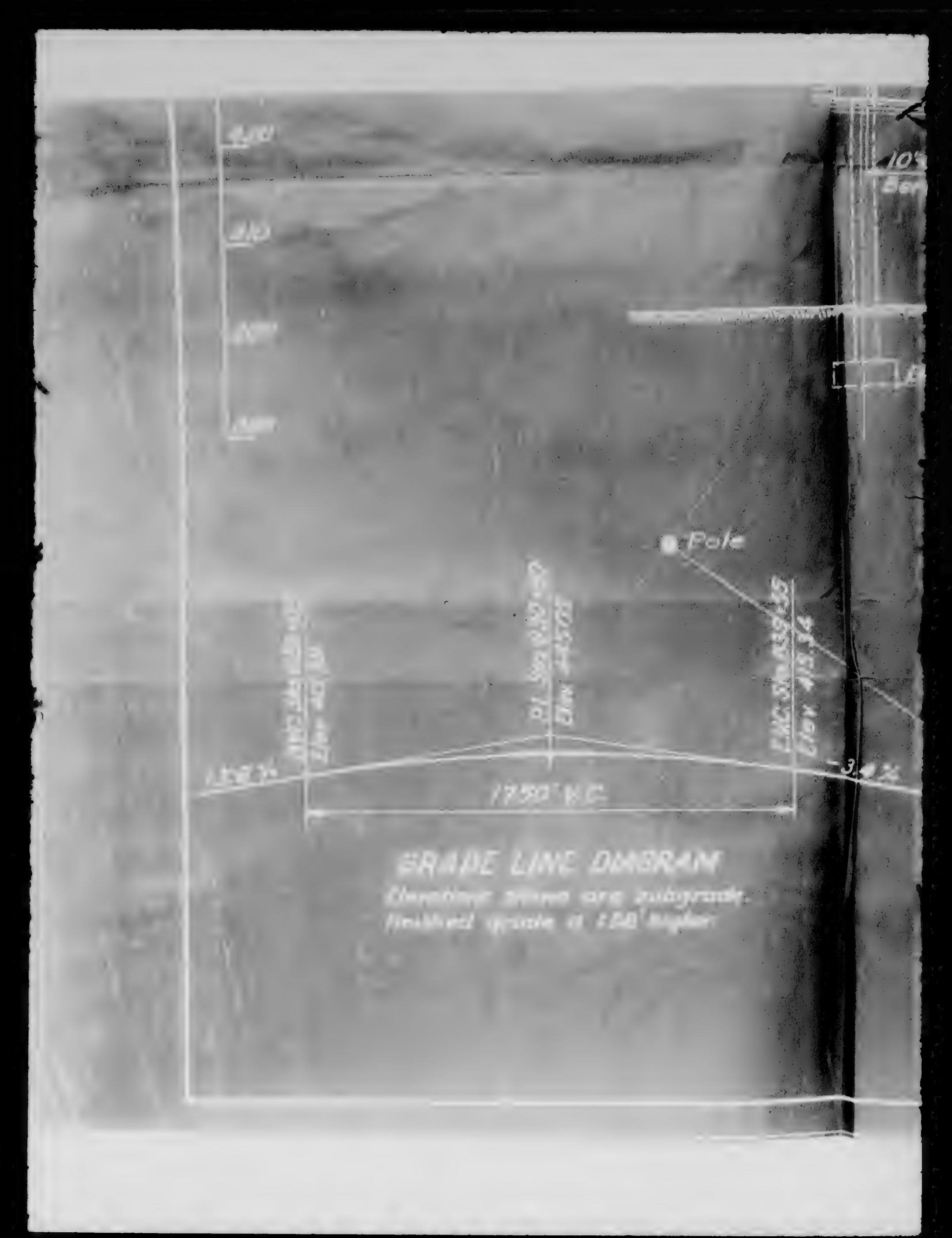
60'-0"

30'-0"

30'-0"

Drain

Drain



GRADE LINE DIAGRAM

Elevations shown are subgrade.
Finished grade is 2.58' higher

Pole indicates present location of wires

10'-0" Berm

Fill

Wires placed in pipe and laid here during construction

Elev 394.0

Elev 394.5

Footings r
gravel ove
and are t
pressure

ELEV.

Scale

GENERAL NOTES:

All concrete shall be class "A" mix, except that
deck slab, which shall be class "D" mix, allowable str
and handrail, which shall be as shown on dwg. N

All exposed corners shall have ¾" bevel, u
shown otherwise.

All reinforcing steel shall be deformed bars,
grade, allowable stress = 18,000 #/□", placed 2" clear f
face of concrete, unless noted or shown otherwise.

Footing elevations may be varied, at the d
the engineer, in order to secure suitable foundat

Shear keys shall be used at all constructi
beams and slabs.

No forms supporting beams in any span shal
until all beams and slabs in all spans have bee
least 28 days.

Bridge designed for H-15 loading.

All materials and workmanship shall confo
specifications for bridges of the Oregon State
Comission.

Tr No. 1

Elev 393 ±

ELEVATION

Scale 1"=10'-0"

...ft that above bottom of
...able stress = 900 #/sq"
...dwg. No. 5032,
...vel, unless noted of-

...d bars, intermediate
...clear from nearest
...wise.
...the discretion of
...foundations.
...nstruction joints between

...an shall be removed
...ve been poured at

...ll conform to the
... State Highway

CLEARANCE DIAGRAM

Approved:

Acting Bridge Engineer

State Highway Engineer

OREGON
STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC OVERCROSSING

ON

JUNCTION CITY - EUGENE

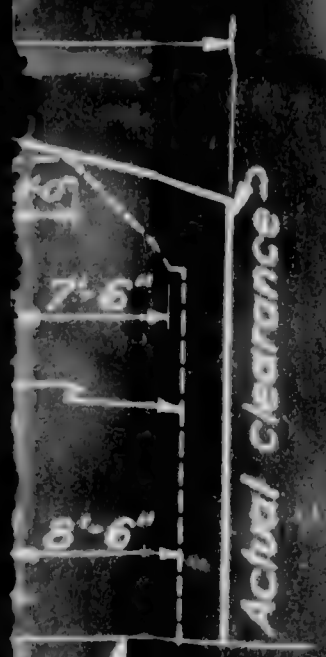
OF

SECONDARY HIGHWAY

PLAN AND ELEVATION

SCALE AS NOTED | DRAWN BY R.T.S. | SHEET
AUG. 24, 1933 | TRACED BY J.D.E. | BRIDGE
CALC. BK. NO. 157 | CHECKED BY | DRAWING

ACCOMPANIED BY DWGS. NO. 3032, 3481, 3482



10'-0"
Berm

Elev. 391.5

Elev. 391.5

Approved:

Acting Bridge Engineer

State Highway Engineer

OREGON
STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC R.R. OVERCROSSING

ON

JUNCTION CITY - EUGENE [illegible] SECTION

OF

SECONDARY HIGHWAY

PLAN AND ELEVATION

SCALE AS NOTED | DRAWN BY R.T.S. | SHEET 1 OF 4
AUG. 24, 1935 | TRACED BY J.D.E. | BRIDGE NO. [illegible]
CALC. BK. NO. 157 | CHECKED BY | DRAWING NO. 5480

ACCOMPANIED BY DWGS. NO. 3032, 3481, 3482

CONTRACT#1790

WPMH 262-B Junction City-Siuslaw Jct. 1935
1790 Sec., Junction City-Eugene
Secon. Hwy.

262-E

SUMMARY OF COMPLETED FEDERAL AID WORK

JUNCTION CITY-SIUSLAW JUNCTION SECTION

PROJECT NO. 262-B

Item	Code No.	Rdwy. Width	Total Cost	Federal Aid Funds	WPMH Funds	Length
Roadway						
(Sta. 0+08 to 8+00)						
Grading and Topping	312	40	$ 2,435.28	$ - -	$ 2,353.10	
Paving	703	47	10,380.00	6,342.00	- -	.150
Roadside Improvement	020	—	128.50	- -	126.43	
			$ 12,943.78	$ 6,342.00	$ 2,479.52	.150
(Sta. 8+00 to 9+10)						
Grading	312	40	$ 340.94	$ - -	$ 329.43	
Paving	703	33.5	818.00	500.00	- -	.021
Roadside Improvement	020	—	17.99	- -	17.70	
			$ 1,176.93	$ 500.00	$ 347.13	.021
(Sta. 9+10 to 15+21.7)						
Grading	312	40	$ 1,769.64	$ - -	$ 1,709.92	
Paving	703	22	2,688.62	1,623.87	- -	
Roadside Improvement	020	—	93.38	- -	91.87	
			$ 4,551.64	$ 1,623.87	$ 1,801.79	.109
(Sta. 15+21.7 to 95+35)						
Grading	312	40	$ 24,791.14	$ - -	$23,954.55	
Paving	703	22	37,665.38	22,749.13	- -	
Roadside Improvement	020	—	1,308.13	- -	1,287.01	
			$ 63,764.65	$22,749.13	$25,241.56	1.527
1 Bridge within Junction City	900		$ 2,176.00	$ - -	$ 2,153.00	.007
4 Bridges	900		17,507.00	- -	17,324.00	.068
			$ 19,683.00	$ - -	$19,477.00	.075
			$102,120.00	$31,215.00	$49,347.00	1.882

RECEIVED
AUG 5 1939
FOR FILING

FA 262-B

July 19, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two copies of statement of completed Federal Aid work for the Junction City-Siuslaw Junction Section, Project No. FA 262-B.

With reference to the copies of final voucher for this project, sent to you yesterday, it appears that our office copy was inadvertently included. If such is the case, please return it to us.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:EK

Encl.

Baldock

RECEIVED
JUN 11 1937
FOR FILING

Stencil No. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.
S 12-B

June 7, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 262-B, Junction City-Eugene Section, Pacific Highway, Lane County, _____, was made by a representative of this office on May 11, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Baldock

RECEIVED
AUG 21 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 262-B

May 13, 1937.

RECEIVED
MAY 14 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon Federal Aid Project No. 262-B, Junction City-Eugene Section of the Pacific Highway, covering period from September 16, 1936 to April 15, 1937, submitted in amount of $2,776.00.

Attention is called to the extension under the 22' roadway of 1,154 contraction joints at one cent. This is $11.54. Using this figure the total work done is $47,659.00, total amount claimed $29,072.00, and net amount claimed $2,716.00.

The voucher is being recommended for payment in the reduced amount. On the next voucher please show previous payments as $29,072.00.

Very truly yours,

W. H. LYNCH
District Engineer

2776
2716
6000

J 93

From

Barnard

RECEIVED
MAR 18 1937
FILING

FINAL COST ANALYSIS

Junction City-Eugene Secondary Highway, Junction City-Siuslaw Junction Section
Contract 1790, Prefix 120-1015

262-C

E. H. Itschner & E. L. Rigdon, Contractors
E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 644.25	100%			$ 2,800.00
Trench Excavation	280.64	289.6 Cu. Yd.	0.90	0.75	217.20
Excavation, Single Class	4,180.76	17,336.5 Cu. Yd.	0.24	0.25	4,334.13
Overhaul	639.37	31,968.4 Yd. Sta.	0.02	0.02	639.37
Truck Haul	309.04	1,625.5 Yd. Mi.	0.19	0.13	211.45
Special Borrow	7,973.68	31,894.7 Cu. Yd.	0.25	0.28	8,930.52
Finishing Roadbed & Slopes	826.60	1.73 Miles	478.00	400.00	692.00
Placing Top Soil Cover	3,327.44	5,966.2 Cu. Yd.	0.84	0.35	1,388.17
8" Perf. Concrete Pipe	36.00	60 Lin. Ft.	0.60	0.60	36.00
12" Concrete Pipe	71.40	84 Lin. Ft.	0.85	0.85	71.40
18" " "	615.90	324 Lin. Ft.	1.90	2.00	648.00
36" " "	784.80	144 Lin. Ft.	5.45	5.50	792.00
Selected Roadbed Topping	5,711.95	18,385 Cu. Yd.	0.31	0.35	6,434.75
12" Corr. Iron Pipe PA #1	68.40	60 Lin. Ft.			51.00
Force Account #1	34.01				34.01
Lump Sum Reduction					(116.00)
	$ 25,464.24				$ 27,164.00

Gross Earned	$ 27,164.00
Total Cost	25,464.24
Net Profit	1,699.76

Net Profit Equals 6.3% of Gross Earned

Junction City-Eugene Secondary Highway, Junction City-Siuslaw Junction Section

Details of Cost

Labor:			
Supervision		$ 2,275.00	
Labor		10,198.79	
State Industrial Accident Insurance		625.69	
State Unemployment Insurance		124.74	
			$ 13,222.22
Materials:			
8" Perforated Concrete Pipe	60 Lin. Ft. at 0.45	27.00	
12" Concrete Pipe	84 Lin. Ft. at 0.65	54.60	
18" Concrete Pipe	324 Lin. Ft. at 1.60	518.40	
36" Concrete Pipe	144 Lin. Ft. at 4.75	684.00	
12" Corr. Iron Pipe	60 Lin. Ft. at 1.04	62.40	
			1,346.40
Equipment Rental, Supplies & Misc.:			
Equipment Rental		6,018.00	
Gas, Oil & Grease		798.15	
Hired Trucks		1,724.27	
Small Tools, Repairs & Misc. Supplies		1,520.92	
Miscellaneous Overhead Expense		500.90	
Haulage & Freight		266.00	
Bond		267.40	
			10,095.62
Cost Grand Total			$ 25,464.24

Contract 1790, Prefix 120-1015

REMARKS:

This contract was bid on Nov. 30, 1955 and work was started Dec. 11th. The job was finished on Aug. 22, 1956.

The top soil was stripped with a cat and scraper and stockpiled along the right of way. It was later hand-shoveled into trucks and then dumped in convenient piles to be hand spread. If the contractor had used the scraper and cat instead of transferring to Contract #1801 in picking up the material from the stockpiles and spreading it, the cost would have been considerably less.

The grading operations were carried on throughout the winter and spring months with cats, scrapers and dozers. The high ground water level made conditions unfavorable for economical operation. Some difficulty was experienced in draining the borrow pits.

The topping material was obtained from a pit located near the center of the job and adjacent to the right of way. It was dug with a stationary dragline hoist, which averaged about 40 cu. yds. per hr. when a bulldozer was used in conjunction with it.

The contract called for the use of 18000 certified man hours of employment. Due to the premature transferring of part of the equipment to Contract #1801, it became necessary to use more hand labor than had been anticipated and this resulted in an overrun of about 718 man hours.

E. H. Clymer

By . . . Henry Jullum

RECEIVED
FEB 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. _____

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 2 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon 262-B
Junction City-Eugene Section,
Pacific Hwy.

February 1, 1937

262-B

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Hyp. 30187

Form P. R. 2

State Oregon

Project No. 262-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of December, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of November, 1935, a project statement, which was approved by the Secretary on the 16th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 16th day of September, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-three thousand, eight hundred ninety and 00/100

dollars ($33,890.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

5—4015

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+08 on Ivy St. at 6th St., 16' south of the south end of NRM 105-B in the town of Junction City and ending at survey station 95+35 in the SW¼, sec. 8, T. 16S., R. 4W., W.M., with exception of bridges between survey station 10+99 to 11+37, 19+45 to 21+35, 26+00 to 26+95, and 82+30 to 83+56, length 1.807 miles, in Lane County, being Section B of Oregon project No. 262, consisting of 1.807 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty-three thousand, eight hundred ninety and 00/100 dollars ($33,890.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-five thousand, three hundred thirty and 00/100 dollars ($55,330.00), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. -----112-----

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18th day of January, 1927.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By F. J. Tourtellotte

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. Y. Stuart

Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 262-B, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $55,330.00 as the total estimated cost of said project, and the sum of $33,890.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 18th day of January one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By R. Y. Stuyvesant
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4630

UNITED STATES DEPARTMENT OF AGRICULTURE

(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
DEC 17 1936

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 262-B
Junction City - Siuslaw Jct.
of The Jct.City-Eugene Hwy.

POST OFFICE BUILDING
PORTLAND, OREGON

December 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir;

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

FORM S-041 ON 7-53

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

262 B

December 4th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Reference is made to your letter of November 25th, stating that the section design has been changed on Oregon F.A.P. 262-B, Junction City-Eugene Section of the Pacific Highway, and that a large increase in shoulder material will be occassioned by this change.

I am advised by the Division Engineer that no change has been made in the section design and that the ribbons are being laid as near as possible to the location called for in the plans.

At the beginning of the job it appeared to me that the ribbons were being laid unnecessarily low and that topping material would need be wasted as a result. I called attention to this and requested that care be taken to keep as much topping under the pavement as possible. It may be that as a result of my letter some sections have been raised unduly high, but there was no intention to change the section design, merely to see that we had adequate topping under the pavement. The soil through this valley is subject to considerable variation due to the moisture contents, and the original grading section was designed to be topped out with one foot of gravel. There probably will still be sufficient stability to permit this topping being reshaped to include base shoulders, but where there are any inaccuracies or adjustments required, I believe that care should be taken to secure the maximum amount of gravel under the pavement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
M. G. Smith
Construction Engineer

MGS:AR

cc to: R. H. Baldock
K. D. Lytle
E. E. Umphlette

NOTED
... Highway Engineer

FORM S-A-1 SM 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Nov. 30th, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NKJT ... Highway Engineer

ATTN: H. G. SMITH

Dear Sir;

In answer to your letter of Nov. 28th, relative to Federal Aid Project, Oregon-262-B, Junction City-Eugene Section, I wish to advise that we have followed as closely as possible the plan shown on the typical section, which plan calls for 12 inches of compacted topping to be beneath the pavement.

We have not been able to follow the plan exactly, having had to re-shape the roadbed for, as you know, the section was graded and topped with a crown, whereas the present pavement is being constructed with a straight slope. It would have been impossible to trench the grade any more than we have and still retain the 12 inches of topping called for by the plans as the topping was only constructed to a depth of 12 inches.

If you wish to trench this deeper and thus change the typical section, will you please advise me? Personally I am in favor of retaining the full 12 inches under the pavement.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM B-A-1 SM 7-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
M. B. CLAMYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

262-13

November 28th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am forwarding a letter from the Bureau of Public Roads with respect to F.A.P. Oregon 262-B, Junction City-Eugene Section, concerning which I called you this morning.

The Bureau evidently believes that no trenching is being done and that the paving is laid entirely on top of the topping. The grade of the pavement should be fixed so that the standard section can be followed as near as practical without waste or without too small an amount left under the pavement. I believe that there should be at least six inches of topping underneath the pavement, as I believe the soil would be subject to considerable swell and shrinkage depending upon weather conditions.

Please check this over and advise exactly what has been done so that I can make a reply to the Bureau.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
NOV 30 1936
FOR FILING

262-13

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Junction City-Siuslaw Junction Section, F. A. Project No. 262-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 262-B

JUNCTION CITY-SUISLAW JUNCTION OF

THE JUNCTION CITY-EUGENE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1936

47' Roadway (Station 0+06 to 8+00)

All Required		Clearing and Grubbing		$ 19.00
450	cu. yds.	Excavation, Single Classification	$0.40	180.00
400	sq. yds.	Removal of Old Pavement	0.30	120.00
1	only	Concrete Catch Basin	30.00	30.00
1,350	lin. ft.	Concrete Curb and Gutter	0.70	945.00
650	sq. yds.	Concrete Sidewalk	1.50	975.00
15	sq. yds.	Concrete Driveway Aprons	2.00	30.00
150	cu. yds.	Gravel Base	0.75	112.50
4	cu. yds.	1" - 0" Rock in Footpaths	2.00	8.00
150	cu. yds.	Sand Cushion	1.60	240.00
20	cu. yds.	Filler	0.40	8.00
20	yd. mi.	Hauling Filler	0.20	4.00
4,650	sq. yds.	Portland Cement Concrete Pavement	1.48	6,882.00
600	lin. ft.	3/4" Expansion Joints	0.12	72.00
1,350	lin. ft.	1" " "	0.11	148.50
2,200	lin. ft.	Contraction Joints	0.01	22.00
2,300	only	Dowels	0.10	230.00
2,300	lbs.	Tie Bars and Reinforcement	0.05	115.00
		Subtotal		$10,141
		10% Engr. & Cont.		1,014
		Total		$11,155
		Length	0.150 mile	
		Cost per mile	$74,366	

33.5' Roadway (Station 8+00 to 9+10)

All Required		Clearing and Grubbing		$ 2.00
30	cu. yds.	Excavation, Single Classification	$0.40	12.00
150	lin. ft.	Concrete Curb and Gutter	0.70	105.00
35	cu. yds.	Gravel Base	0.75	26.25
20	cu. yds.	1" - 0" Material in Shoulders and Surfacing	1.65	33.00
4	cu. yds.	1" - 0" Rock in Footpath	2.00	8.00

20	cu. yds.	Sand Cushion	$1.60	$ 32.00
10	cu. yds.	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.20	2.00
420	sq. yds.	Portland Cement Concrete Pavement	1.48	621.60
70	lin. ft.	3/4" Expansion Joints	0.12	8.40
150	lin. ft.	1" Expansion Joints	0.11	16.50
260	lin. ft.	Contraction Joints	0.01	2.60
260	only	Dowels	0.10	26.00
200	lbs.	Tie Bars and Reinforcement	0.05	10.00
		Subtotal		$ 909
		10% Engr. & Cont.		90
		Total		$ 999

Length 0.021 mile
Cost per mile $47,571

22' Roadway (Station 9+10 to 95+35)

All Required		Clearing and Grubbing		$ 207.00
20	cu. yds.	Excavation, Single Classification	$0.40	8.00
815	cu. yds.	Gravel Base	0.75	611.25
2,180	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.65	3,597.00
12	cu. yds.	1" - 0" Rock in Footpath	2.00	24.00
630	cu. yds.	Sand Cushion	1.60	1,008.00
270	cu. yds.	Filler	0.40	108.00
270	yd. mi.	Hauling Filler	0.20	54.00
20,930	sq. yds.	Portland Cement Concrete Pavement	1.48	30,976.40
2,230	lin. ft.	3/4" Expansion Joints	0.12	267.60
10,640	lin. ft.	Contraction Joints	0.01	106.40
10,640	only	Dowels	0.10	1,084.00
24,000	lbs.	Tie Bars and Reinforcement	0.05	1,200.00
		Subtotal		$39,251
		10% Engr. & Cont.		3,925
		Total		$43,176

Length 1.636 miles
Cost per mile $26,391

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
47' Roadway	$11,155	$ 6,832 (61%)	$ 4,323
33.5' Roadway	999	612 (61%)	387
22' Roadway	43,176	26,446 (61%)	16,730
	$55,330	$33,890	$21,440

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

#1790

RECEIVED
NOV 30 1936
FOR FILING

262-B

November 20, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1790 for the construction of the Junction City-Siuslaw Junction Section of the Junction City-Eugene Secondary Highway in Lane County, has been completed by the contractors, E. H. Itschner and E. L. Rigdon, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 30, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $27,142.58, including the final payment. Of this amount $34.01 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 888—5M—7-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

262-B

For Week Ending October 10, 193 6

Section Junction City-Siuslaw Junction

Kind of work Grading

Highway Junction City-Eugene Secondary

Section prefix 120-1013 (WPMH 262-B)

Contractor Iisshner & Rigion

Contract number 1790

Date of contract Nov. 30, 193 5

Date of completion Aug. 31, 193 6

Date work started Dec. 11, 193 5

Estimated date of completion Aug. 31, 193 6

Amount of contract $26,739.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 26,783.50

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $3,057.81, 11 %

Date project was completed Aug. 22, 193 6

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

-PROGRESS BY ENGINEER-

2 men all week plotting mass, making profile, and finishing Quantity Summary. 1 man helping until Thursday.

The Semi-Final Estimate is being submitted to the Division Office today Oct. 10, 36

OCT 13 1936

Signed E. E. Umphlette

Address Box 204 Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	RB TOPPING	PLACING TSOIL	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.75	1.75	1.75		
Miles partially completed	1.75	1.75	1.75		
Miles completed	1.75	1.75	1.75		
Total estimated quantities	47,500 C.Yds	19,000 C.Yds	5,500 C.Yds		
Estimated quantities moved or placed to date	Completed	Completed	Completed		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM						
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

262-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPMH 262-B, Junction City-Eugene Section, Pacific Highway, Lane County, was made by a representative of this office on September 30, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM S-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Eugene, Oregon.
October 5, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

ATTENTION: H. C. SMITH

Dear Sir:

Reference is made to your letter of September 29th wherein you state that Mr. E. Rice, a resident living along the Junction City-Eugene Section, requested that I call and discuss drainage conditions with him, as he feels we have disturbed the drainage so as to flood his property.

In going over the drainage conditions with Mr. Rice I found that his complaint is in us ditching through dikes on either side of an Oregon Electric Co. bridge. These dikes were thrown up during the course of railroad construction in about the year 1918, not for the purpose of blocking the water channel but in order to get clearance cut-offs on piling. I received written consent from the Oregon Electric Co. to open up the dikes.

What Mr. Rice has asked us to do is to open up and enlarge the old ditch beyond the bridge, in order to prevent the channel from over-flowing and backing the water up into his field.

In as much as the natural channel has been closed for a number of years, I would think it advisable that we do the work that Mr. Rice has requested. The cost would be approximately $ 150.00, and it is agreeable with the contractor to make the improvement on the ditch.

Please advise what action to take in the matter.

Very truly yours,

E. E. Umphlette,
Resident Engineer

NOTED
State Highway Engineer

cc/ R. H. Baldock
K. D. Lytle

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 262-B

POST OFFICE BUILDING
PORTLAND, OREGON

Sept. 16, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid project No. 262-B, the Junction City-Siuslaw Junction Unit of the Junction City-Eugene Section, Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

We have corrected the length of the 22' pavement section estimate to 1.636 miles, making the total length 1.807 miles to agree with the length shown on the project agreement for WPMH 262-B, which has the same project limits. Please use this length in submitting future documents.

It is requested that title sheets for this project be furnished at your earliest convenience. Also, section sheets showing the section and location of the footpath should be submitted.

Very truly yours,

W. H. LYNCH
District Engineer

FILED
NOV 30 1936
FOURTH

262-13

September 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for paving of the Junction City-Siuslaw Junction Section, Federal Aid Project No. 262-B.

Five bid proposals and five blueprint copies of plan sheets 2-4, 3-4, 3-B and standard paving detail drawing are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 262-B

JUNCTION CITY-SILVER JUNCTION OF THE

JUNCTION CITY-SWEET HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 14, 1936

47' Roadway (Sta. 0+08 to 8+00)

All Required		Clearing and Grubbing		$ 10.00
450	cu. yds.	Excavation, Single Classif.	$ 0.75	337.50
400	sq. yds.	Removal of Old Pavement	0.50	200.00
1	only	Concrete Catch Basin	40.00	40.00
1,350	lin. ft.	Concrete Curb and Gutter	1.00	1,350.00
650	sq. yds.	Concrete Sidewalks	1.50	975.00
15	sq. yds.	Concrete Driveway Aprons	1.50	22.50
150	cu. yds.	Gravel Base	0.50	75.00
4	cu. yds.	½" - 0" Rock in Footpaths	2.00	8.00
150	cu. yds.	Sand Cushion	2.00	300.00
20	cu. yds.	Filler	0.40	8.00
80	yd. mi.	Hauling Filler	0.20	4.00
4,650	sq. yds.	Portland Cement Concrete Pavement	1.80	8,370.00
600	lin. ft.	¾" Expansion Joints	0.20	120.00
1,350	lin. ft.	½" Expansion Joints	0.15	202.50
2,200	lin. ft.	Contraction Joints	0.05	110.00
2,300	only	Dowels	0.20	460.00
2,300	lbs.	Tie Bars and Reinforcement	0.06	138.00
		Subtotal		$ 12,730.50
		10% Engr. & Cont.		1,273.05
		Total		$ 14,003.55
		Length	0.150 mile	
		Cost per mile	$93,357.00	

31.5' Roadway (Sta. 8+00 to 9+10)

All Required		Clearing and Grubbing		$ 20.00
30	cu. yds.	Excavation, Single Classif.	$ 0.75	22.50
150	lin. ft.	Concrete Curb and Gutter	1.00	150.00
35	cu. yds.	Gravel Base	0.50	17.50
20	cu. yds.	1" - 0" Material in Shoulders and Surfacing	2.00	40.00

4	cu. yds.	½" - 0" Rock in Footpaths	$ 2.00	$ 8.00
20	cu. yds.	Sand Cushion	2.00	40.00
10	cu. yds.	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.20	2.00
420	sq. yds.	Portland Cement Concrete Pavement	1.80	756.00
70	lin. ft.	½" Expansion Joints	0.20	14.00
150	lin. ft.	½" Expansion Joints	0.15	22.50
260	lin. ft.	Contraction Joints	0.05	13.00
260	only	Dowels	0.20	52.00
200	lbs.	Tie Bars and Reinforcement	0.06	12.00
		Subtotal		$ 1,173.50
		10% Engr. & Cont.		117.35
		Total		$ 1,290.85
		Length	0.821 miles	
		Cost per mile	$61,469.04	

22' Roadway (Sta. 9+10 to 95+35)

All Required		Clearing and Grubbing		$ 100.00
20	cu. yds.	Excavation, Single Classif.	$ 0.75	15.00
815	cu. yds.	Gravel Base	0.50	407.50
2,180	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	2.00	4,360.00
12	cu. yds.	½" - 0" Rock in Footpaths	2.00	24.00
630	cu. yds.	Sand Cushion	2.00	1,260.00
270	cu. yds.	Filler	0.40	108.00
270	yd. mi.	Hauling Filler	0.20	54.00
20,930	sq. yds.	Portland Cement Concrete Pavement	1.80	37,674.00
2,230	lin. ft.	½" Expansion Joints	0.20	446.00
10,640	lin. ft.	Contraction Joints	0.05	532.00
10,840	only	Dowels	0.20	2,168.00
24,000	lbs.	Tie Bars and Reinforcement	0.06	1,440.00
		Subtotal		$ 48,528.50
		10% Engr. & Cont.		4,858.85
		Total		$ 53,447.35
		Length	1.639 miles	
		Cost per mile	$ 32,609.73	

SUMMARY OF FINAL ESTIMATES

Item	Total Cost	Federal Aid Funds		State Funds
47' Roadway	$ 14,003.53	$ 8,542.16	(61%)	$ 5,461.39
33.5' Roadway	1,290.85	787.41	(61%)	503.44
22' Roadway	53,447.35	32,602.88	(61%)	20,844.47
	$ 68,741.73	$ 41,932.45		$ 26,809.30

Baldock

Aug. 20, 1936

COST ANALYSIS TO AUG. 15, 1936

Junction City-Eugene Secondary, Junction City-Siuslaw Jct.
Contract 1790, Prefix 120-1013

Itschner & Rigdon, Contractors
E. E. Umphlette, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 644.25	98%			$ 2,744.00
Trench Excavation	168.30	187 Cu. Yd.	0.90	0.75	140.25
Excavation, Single Class.	4,653.50	18,700 Cu. Yd.	0.25	0.25	4,675.00
Overhaul	693.00	34,000 St. Yd.	0.02	0.02	680.00
Truck Haul	287.00	1,500 Yd. Mi.	0.19	0.13	195.00
Special Borrow	7,267.40	28,000 Cu. Yd.	0.26	0.28	7,840.00
Finish Roadbed & Slopes	812.60	1.70 Miles	478.00	400.00	680.00
Placing Top Soil Cover	2,609.50	3,000 Cu. Yd.	0.87	0.35	1,050.00
8" Perf. Concrete	36.00	60 L.F.	0.60	0.60	36.00
12" " "	66.30	78 L.F.	0.85	0.85	66.30
18" Concrete Pipe	617.50	325 L.F.	1.90	2.00	650.00
36" " "	784.80	144 L.F.	5.45	5.50	792.00
Selected Roadbed Topping	5,375.02	17,300 Cu. Yd.	0.31	0.35	6,055.00
	$ 24,015.17				$ 25,603.55

Gross Revenue	$ 25,603.55
Total Cost	24,015.17
Net Profit	$ 1,588.38

Net Profit Equals 6.2% of Gross Earned

Junction City-Eugene Secondary, Junction City-Siuslaw Jct.
Contract 1790, Prefix 120-1013

Itschner & Rigdon, Contractors
E. E. Umphlette, Resident Engineer

DETAILS OF COST

Labor:

Supervision	$ 2,232.50	
Labor	9,949.67	
State Industrial Accident Insurance	609.12	
		$ 12,791.29

Materials:

8" Perf. Concrete Pipe	60 Lin. Ft. at $0.45	27.00	
12" " " "	78 Lin. Ft. at 0.65	50.70	
18" Concrete Pipe	325 Lin. Ft. at 1.60	520.00	
36 " " "	144 Lin. Ft. at 4.75	684.00	
			1,281.70

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	7,742.27	
Gas, Oil & Grease	1,008.20	
Miscellaneous Expense	247.39	
Small Tools and Miscellaneous Supplies	360.80	
Office Expense	77.05	
Freight & Haulage	249.60	
Bond	256.87	
		9,942.18

COST GRAND TOTAL $ 24,015.17

Contract 1790, Prefix 120-1013

REMARKS:

This job was bid on Nov. 30, 1935, and work was started Dec. 11th. Up to Aug. 15th, about 95% of the contract had been completed. The contract consists of the grading and topping of 1.73 miles of roadway.

The top soil was stripped with a cat and scraper and stockpiled along the right of way. It was later hand-shoveled into trucks and then dumped in convenient piles to be hand spread. If the contractor had used the scraper and cat instead of transferring to contract #1801, in picking up the material from the stockpiles and spreading it, the cost would have been cut to less than half.

The grading operations were carried on throughout the winter and spring months with cats, scraper and dozer. The high ground water level made conditions unfavorable for economical operation. Some difficulty was experienced in draining the borrow pits.

The topping material was obtained from pit located near the center of the job and adjoining the right of way. It was dug with a stationary dragline hoist, which averaged about 40 cu. yds. per hr. when a bulldozer was used in conjunction with it.

The contract is very nearly completed and the required number of manhours have been already used up. It is probable that there will be an overrun of about 700 man hours at completion. A greater profit could have been made if more equipment had been used.

E. H. Clymer
Cost Analyst

By...Henry Jullum

WPMH 262-B

2313

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPMH 262, Sec. B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8618

Iron

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 5th day of November, 1935, a project statement, which was approved by the Secretary on the 16th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

Fifty thousand, five hundred seventy-nine and 64/100

dollars ($ 50,579.64) as the share of the United States payable under said act on account of Section B of said project, which [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—3818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approval April 8, 1935 (Include date and citation of act of legislature by which authorized) (Public Res. No. 11, 74th Cong.)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 0+05 on Ivy Street at 6th Street, 16 ft. south of the south end of WPM 105-B, in the town of Junction City, and Survey Station 95+35 in the SW¼, Sec. 8, T. 16 S., R. 4 W., W.M.,

, length 1.882 miles, in Lane County, being Section B of Oregon U.S. Parks Program (Highway) project No. WPM 262, consisting of 1.807 miles of roadway and four bridges, of more than 20 feet clear span, .075 of a mile in length, known locally as the Junction City-Siuslaw Junction Unit of the Junction City-Eugene Section of the Pacific Highway, between official control points Junction City and Eugene.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 2 of said project shall not in any event exceed the sum of Fifty thousand, five hundred seventy-nine and 64/100 dollars ($ 50,579.64), certified to the Secretary of the Treasury as above mentioned, which [illegible] the approved total estimated cost of Section 2 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E Broederson

Member, State Highway Commission
(Title of officer)

By F L Loveland

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By R. G. Draytun

Acting Chief, Bureau of Public Roads.

8—3513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Highway Project No. [redacted], State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 50,579.64 as the total estimated cost of said project, and the sum of $ 50,579.64 as the share of the United States, payable under said acts on account of such project, which [redacted] said total estimated cost.

Done at the city of Washington, this 4th day of June one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. G. Bonbright
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. WPMH- 262-B

POST OFFICE BUILDING
PORTLAND, OREGON

March 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

P.S. Please note that we have corrected the roadway length .003 miles to 1.807, and made the beginning of the project sixteen feet farther south at the south side of the pavement on Sixth Street, which the plans show as the beginning of the grading contract.

L. J. C.

262-B

February 27, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Junction City-Siuslaw Junction Section, Project No. ~~WPSH~~ 262-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMM 262-B

JUNCTION CITY-SUISLAW JUNCTION SECTION OF THE

JUNCTION CITY-FLORENCE HIGHWAY IN LANE COUNTY

(Estimate as Basis for Project Agreement. Based on Low Bid Prices.)

Salem, Oregon, February 6, 1936

ROADWORK

All Required		Clearing and Grubbing		$ 2,800.00
300	cu. yds.	Trench Excavation	$0.75	225.00
20,000	" "	Excavation, Single Classification	0.25	5,000.00
45,000	yd. sta.	Overhaul	0.02	900.00
2,000	yds. mi.	Truck Haul	0.13	260.00
27,000	cu. yds.	Special Borrow	0.28	7,560.00
1.73	miles	Finishing Roadbed and Slopes	400.00	692.00
70	lin. ft.	8" Perforated Concrete Pipe	0.60	42.00
90	" "	12" Concrete Pipe	0.85	76.50
300	" "	18" Concrete Pipe	2.00	600.00
150	" "	36" Concrete Pipe	5.50	825.00
19,000	cu. yds.	Selected Roadbed Topping	0.35	6,650.00
				$25,630.50
		Lump Sum Reduction		110.71
		Subtotal		$25,519.79
		10% Engr. & Cont.		2,551.97
		Total		$28,071.76
		Length of Roadwork	1.810 miles	
		Cost per mile	$15,509.25	

ROADSIDE IMPROVEMENT

3,500	cu. yds.	Placing Top Soil	$0.35	$ 1,225.00
				$ 1,225.00
		Lump Sum Reduction		5.29
		Subtotal		$ 1,219.71
		10% Engr. & Cont.		121.97
		Total		$ 1,341.68
		Length of Roadside Improvement	1.810 miles	
		Cost per mile	$741.25	

BRIDGE

Trestle (Sta. 11+00)

16	cu. yds.	Excavation	$1.00	$ 16.00
260	lin. ft.	Treated Trestle Piling	0.80	208.00
10	M-FBM	Treated Lumber	80.00	800.00
32	cu. yds.	Class "D" Concrete	17.00	544.00
6,400	lbs.	Metal Reinforcement	0.045	288.00
84	lin. ft.	Concrete Handrail	3.50	294.00
				$ 2,150.00

Trestle (Sta. 20+50)

4	cu. yds.	Excavation	$1.00	$ 4.00
1,100	lin. ft.	Treated Trestle Piling	0.80	880.00
32	M-FBM	Treated Lumber	80.00	2,560.00
144	cu. yds.	Class "D" Concrete	17.00	2,448.00
31,000	lbs.	Metal Reinforcement	0.045	1,395.00
388	lin. ft.	Concrete Handrail	3.50	1,358.00
				$ 8,645.00

Trestle (Sta. 26+50)

4	cu. yds.	Excavation	$1.00	$ 4.00
640	lin. ft.	Treated Trestle Piling	0.80	512.00
18	M-FBM	" Lumber	80.00	1,440.00
72	cu. yds.	Class "D" Concrete	17.00	1,224.00
15,600	lbs.	Metal Reinforcement	0.045	702.00
200	lin. ft.	Concrete Handrail	3.50	700.00
				$ 4,582.00

Trestle (Sta. 83+25)

4	cu. yds.	Excavation	$1.00	$ 4.00
500	lin. ft.	Treated Trestle Piling	0.80	400.00
16	M-FBM	Treated Lumber	80.00	1,280.00
62	cu. yds.	Class "D" Concrete	17.00	1,054.00
12,600	lbs.	Metal Reinforcement	0.045	567.00
160	lin. ft.	Concrete Handrail	3.50	560.00
				$ 3,865.00

Subtotal	$19,242.00
10% Engr. & Cont.	1,924.20
Total	$21,166.20

Length of Bridges .075 mile

WPAB Funds Requested:

Roadwork	$28,071.76
Roadside Improvement	1,341.68
Bridges	21,166.20
	$50,579.64

	Roadwork	Roadside Improvement	Bridges
Estimated Labor Required	20,000 man hours	700 man hours	$ 8,500
Cost of Labor	$12,000	$450	$ 6,400
Cost of Materials	$ 900	--	$10,400

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 262-B

JUNCTION CITY-SIUSLAW JUNCTION SECTION OF THE

JUNCTION CITY-EUGENE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, November 14, 1933.

ROADWORK

All Required		Clearing and Grubbing		$ 400.00
300	cu. yds.	Trench Excavation	$1.00	300.00
20,000	" "	Excavation, Single Classification	.30	6,000.00
45,000	yd. sta.	Overhaul	.02	900.00
2,000	yd. mi.	Truck Haul	.20	400.00
27,000	cu. yds.	Special Borrow	.35	9,450.00
1.73	miles	Finishing Roadbed and Slopes	200.00	346.00
70	lin. ft.	8" Perforated Concrete Pipe	.80	56.00
90	" "	12" Concrete Pipe	1.50	135.00
300	" "	18" " "	2.50	750.00
150	" "	36" " "	6.00	900.00
19,000	cu. yds.	Selected Roadbed Topping	.55	10,450.00
			Subtotal.....	$30,987.00
			10% Engr. & Contg. ...	3,098.70
			Total.....	$33,085.70

Length of Roadwork 1.810 miles
Cost per mile $18,284.91

ROADSIDE IMPROVEMENT

3,500	cu. yds.	Placing Top Soil	$ .30	$ 1,050.00
			Subtotal.....	$ 1,050.00
			10% Engr. & Cont. ...	105.00
			Total.....	$ 1,155.00

Length of Roadside Improvement 1.810 miles
Cost per mile $ 638.12

BRIDGES

Trestle (Sta. 11+00)

16	cu. yds.	Excavation	$ 2.00	$ 32.00
260	lin. ft.	Treated Trestle Piling	1.00	260.00
10	M-FBM	Treated Lumber	100.00	1,000.00
32	cu. yds.	Class "D" Concrete	20.00	640.00
6,400	lbs.	Metal Reinforcement	.05	320.00
84	lin. ft.	Composite Handrail	3.75	315.00
				$2,567.00

Trestle (Sta. 20+50)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
1,180	lin. ft.	Treated Trestle Piling	1.00	1,180.00
32	M-FBM	Treated Lumber	100.00	3,200.00
144	cu. yds.	Class "D" Concrete	20.00	2,880.00
31,000	lbs.	Metal Reinforcement	.05	1,550.00
388	lin. ft.	Composite Handrail	3.75	1,455.00
				$10,193.00

Trestle (Sta. 26+50)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
640	lin. ft.	Treated Trestle Piling	1.00	640.00
18	M-FBM	Treated Lumber	100.00	1,800.00
72	cu. yds.	Class "D" Concrete	20.00	1,440.00
15,600	lbs.	Metal Reinforcement	.05	780.00
200	lin. ft.	Composite Handrail	3.75	750.00
				$ 5,423.00

Trestle (Sta. 83+25)

4	cu. yds.	Excavation	$ 2.00	$ 8.00
300	lin. ft.	Treated Trestle Piling	1.00	300.00
16	M-FBM	Treated Lumber	100.00	1,600.00
62	cu. yds.	Class "D" Concrete	20.00	1,240.00
12,600	lbs.	Metal Reinforcement	.05	630.00
160	lin. ft.	Composite Handrail	3.75	600.00
				$ 4,378.00

Subtotal.....	$22,756.00
10% Engr. & Cont...	2,275.60
Total.....	$25,031.60

Length of Bridges .075 mile

WPMH Funds Requested,

Roadwork	$ 33,095.70
Roadside Improvement	1,155.00
Bridges	25,031.60
	$ 59,282.30

	Roadwork	Roadside Improvement	Bridges
Estimated Labor Required	20,000 man-hours	700 man-hours	8,500 man-hours
Cost of Labor	$12,000	$450	$ 6,400
Cost of Materials	$ 900	--	$10,400

FORM S-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 18th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The attached letter has been received from Mr. A. J. Mitchell, Assistant Superintendent of the S.P. & S. Co., giving permission to carry out the drainage as outlined on the Junction City-Eugene project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM S-A-1 6M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 14th, 1936

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

My letter of January 13th, to Mr. Witchell, concerning drainage of our borrow pit along the Oregon Electric between Junction City and Eugene, has no reference to the question of obtaining borrow material on their right of way. It merely is in reference to the drainage of one of our borrow pits down through their property. They could not allow us to obtain borrow without charging for it, and consequently we revised our plans to obtain the borrow elsewhere.

Very truly yours,

H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR

FORM S-A-1 SH 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 15th, 1936

Mr. A. J. Witchell
Assistant Superintendent
S.P. & S. Co.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to your letter of January 3rd, regarding drainage of our proposed borrow pit into the borrow pit on the Oregon Electric right of way on the east side of the center line station 57 on the Junction City-Eugene Secondary Highway.

We hereby accept your permission to do this work and give assurance that the contractors will do the work in a workmanlike manner and will not jeopardize the roadbed or property of the railway company. The excavation of the ditch will be placed between the ditch and the slope of the Oregon Electric Ry. Co.

Will you kindly notify your local officials to permit this construction upon your right of way.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

RECEIVED
JAN 14 1936

HGS:AR

cc to: R. H. Baldock
E. E. Johnston
Paul VanScoy

FORM S-A-1 SM 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

262-B

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 9th, 1936

Mr. E. E. Johnston
Resident Engineer
State Highway Dept.
Eugene, Oregon

NOTED
State Highway Engineer

Dear Sir:

We have your requisition for photostatic copy of the plans of the Junction City-Siuslaw and the Aubrey-Eugene Sections of the Junction City-Eugene Secondary Highway. The photostating of these plans would run into considerable money. Although the bridge department reduce their plans, this department never has. If we were to do so, we would be starting a precedent which would be very expensive and which we believe is not necessary.

We are, therefore, denying your request for these plans.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓
Paul VanScoy

262-13

January 7th, 1938

Mr. John F. Durr, Secretary
Eugene Chamber of Commerce
Eugene, Oregon

State Highway Engineer

Dear Sir:

The contractors for the Eugene-Junction City project are Itschner & Rigden, who without doubt can be contacted on the job by the local farmers who have teams for rent.

The specifications do not require the use of teams for moving dirt, and the contractor is at liberty to use any equipment which he sees fit; the only provisions being that except for executive, administrative, supervisory and highly skilled positions, only those persons certified for assignment to work with the United States Employment Service shall be employed and preference in the employment of persons so certified by the United States Employment Service shall be given, when they are qualified, to those from the public relief rolls.

There have one or two jobs lately where the contractor has found it convenient to employ a few teams, particularly where the owners were also registered for employment with the United States Employment Service and were on the relief rolls.

If you have any trouble locating the contractors for this job, information as to their exact address may be obtained from our local Resident Engineer, Mr. E. E. Johnston, State Highway Maintenance Bldg., Eugene.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

JAMES A. RODMAN, PRESIDENT
LIFE INSURANCE

H. A. COMU[illegible] VICE-PRESIDENT
U[illegible] IONAL BANK

RUSSELL D. EVANS, TREA[illegible]
VALLEY P[illegible]

JOHN F. DURR
SECRETARY

DIRECTORS
ART BUSHNAN
EUGENE MILL AND ELEV. CO
ROY E. MORSE
THE BROADWAY, INC.
WALTER M. RANSOM
EMERY & RANSOM
E. S. SAWYER
SIGLOH-SAWYER CO.

EUGENE CHAMBER OF COMMERCE
INCORPORATED

DIRECTORS
G. A. BRADDOCK
SOUTHERN PACIFIC CO
CLARENCE V. SIMON
[illegible]
C. P. TILLMAN
C. P. TILLMAN CO.
LOUIS WALDORF
WALDORF PAINT CO.

EUGENE, OREGON

JANUARY THIRD
1 9 3 5

Mr. W. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Are the contractors on the Pacific Highway project being built north from Eugene to Junction City and on the overhead bridge crossing the Coos Bay Line just north of Eugene, required to use teams for moving dirt, according to their contracts?

Some of our local farmers have been asking whether they were going to have the opportunity to do some of this work - assuring us that plenty of local teams would be available to handle the volume of work that the contractors might require. Even if the contractors might not be required to move dirt by teams, is it possible that they might be interested in doing it that way? If so, who should they see about it?

Having just taken over the secretaryship of the Eugene Chamber of Commerce, let me offer you and your office the goodwill and co-operation of our organization. When you are in Eugene, I shall enjoy meeting you.

Sincerely yours

Secretary
EUGENE CHAMBER OF COMMERCE

JFD:S

9-17-B

9-17-B

FORM 1816

Spokane, Portland and Seattle Railway Company
System Lines

M. C. LA BERTEW.
SUPERINTENDENT

OFFICE OF SUPERINTENDENT

FILE No

PORTLAND, OREGON
January 3, 1936

NOTED
Flole Highway Engineer

Mr. E. E. Johnsten
Resident Engineer
Oregon State Highway Commission
Eugene, Oregon

Dear Sir:

With reference to your letter of December 30th addressed to Mr. L. K. Needham, Roadmaster of Oregon Electric Railway, with respect to pipe conveying water from a borrow pit which you propose to construct along your new highway in Section 5, Twp. 6 S., Rg. 4 W., vicinity of Junction City. Pipe is to go under farmers' road with an outlet into borrow pit on Oregon Electric right of way and thence to a ditch to be dug to bridge 109-3.

The railway company is willing that this be done with the understanding that you will see that the contractor does the work in a workmanlike manner, that he does not in any way jeopardize the roadbed or property of the railway company and that the excavation from the ditch you propose to make, which we understand will be about 50 feet long, be placed between the ditch and the toe of slope of the Oregon Electric Railway. If we may be assured of the foregoing, you are at liberty to let the contractor carry out the work that you desire.

Very truly yours,

(SIGNED) A. J. WITCHAL

Assistant Superintendent.

cc-Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. W. Smith
Construction Engineer
Salem, Oregon

FORM 1818

Spokane, Portland and Seattle Railway Company
System Lines

M. C. LA BERTEW,
SUPERINTENDENT

OFFICE OF SUPERINTENDENT

PORTLAND, OREGON

FILE No

January 3, 1936

NOTED
Chief Highway Engineer

Mr. E. E. Johnston
Resident Engineer
Oregon State Highway Commission
Eugene, Oregon

Dear Sir:

With reference to your letter of December 30th addressed to Mr. L. K. Needham, Roadmaster of Oregon Electric Railway, with respect to pipe conveying water from a borrow pit which you propose to construct along your new highway in Section 5, Twp. 6 S., Rg. 4 W., vicinity of Junction City. Pipe is to go under farmers' road with an outlet into borrow pit on Oregon Electric right of way and thence to a ditch to be dug to bridge 109-3.

The railway company is willing that this be done with the understanding that you will see that the contractor does the work in a workmanlike manner, that he does not in any way jeopardize the roadbed or property of the railway company and that the excavation from the ditch you propose to make, which we understand will be about 50 feet long, be placed between the ditch and the toe of slope of the Oregon Electric Railway. If we may be assured of the foregoing, you are at liberty to let the contractor carry out the work that you desire.

Very truly yours,

(SIGNED) A. J. WITCHEL

Assistant Superintendent.

cc-Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. W. Smith
Construction Engineer
Salem, Oregon

262-B

January 2, 1936

Messrs. E. H. Itschner & E. L. Rigdon,
Burlow,
Oregon.

Dear Sirs:

We are sending to you today, by express, a fully executed copy of contract No. 1790 which was awarded to you on November 30, 1935, for grading on the Junction City-Siuslaw Junction Section of the Junction City-Eugene Secondary Highway, in Lane County.

This copy is for your records and files.

Yours very truly,

Secretary

D

Form S-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
CARL G. WASHBURNE, Eugene

H. B. GLAISYER, Secretary

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 30th, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. L. E. Johnston
Resident Engineer
Eugene, Oregon

Dear Sir:

On the Junction City-Siuslaw Junction section of the Junction City-Eugene Secondary Highway the contractor requested permission to lay some 18-inch culvert pipe before constructing the fills. Apparently Mr. Umphlette had requested him to compact the fills and then trench through the fills and lay the pipe in the trench so constructed.

Such a specification has been used in the Special Provisions heretofore, but has been deliberately omitted from recent specifications. The present specifications define the result that must be attained and the Resident Engineer must see that the contractor uses a method that will insure the result. He should not, however, require the contractor to use one method when the contractor wishes to use another that will produce the desired result. Also, it was never intended to use this specification except in dry places where there would not be any interference with drainage during construction.

In this case, the contractor can only be required to place the pipe according to the Special Provisions for this particular job.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. W. Libby/AR

cc to: R. H. Baldock
Paul Van Scoy

FORM S-A-1 ... 8-48

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec. 17, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We are attaching hereto description in duplicate covering a parcel on the Maxwell property which is to be deeded by the State to Rikhoff Brothers. This property is on the Eugene-Awbrey Section of the Junction City-Eugene Secondary Highway.

There is also attached a letter from Mr. Umphlette regarding the description along with sketch and coordinate sheets.

Very truly yours,

E. A. COLLIER
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AWF

NOTED

FORM S-A-1 6M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
C. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec. 10, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Ore.

ATTN: H. C. SMITH

Dear Sir:

Your letter of Dec. 9th, received concerning request of Mr. Rigdon to leave a barn on the Maxwell property until completion of the Eugene-Awbrey grading project.

I have no objection to leaving this barn until completion of the project as I understand Rigdon wants to use it for storage of equipment and horses. They should be required to remove barn and clean up property on completion of their contract.

Very truly yours,

E. A. COLLIER
Division Engr.

cc. R. H. Baldock

EAC:AWF

NOTED
State Highway Engineer

FORM 9-A-1 GH 6-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

2613

OREGON STATE HIGHWAY COMMISSION

SALEM

December 9th, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

NOTED

#1790

Dear Sir:

The attached letter has been received from Mr. Rigdon, conveying a request that a barn be left on the old Maxwell property until the termination of the contract.

Will you please give your consent or objection in order that I may answer Mr. Rigdon.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

2620

December 2, 1935

E.H. Itschner & E.L. Rigdon

Barlow, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission, at its meeting held on Saturday, November 30, 1935, awarded to you the contract for the 1.8 mile of grading on the Junction City-Siuslaw Junction Section of the Junction City-Eugene Secondary Highway in Lane County, based on your bid of $26,855.50 which was submitted in combination with the Awbrey-Eugene project.

You may consider this letter as your authority and our request to start your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - S. M. Probert
E. A. Collier

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Highway Project No. WPMH 262-B, the Junction City-Siuslaw Junction Section of Junction City-Eugene Secondary Highway, to Itschner & Rigdon, Barlow, Oregon, who submitted the second low bid.

Very truly yours,

W. H. LYNCH
District Engineer

Jca

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

262-13

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Works Program project No. WPMH 262-B, the Junction City-Siuslaw unit of the Junction City-Eugene section of the Pacific Highway, have today been recommended for approval. This is your authority for advertising for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract on this project will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

CONTRACT# [redacted] 1791

WPSO 261 Byerley Corner-Bethel Sec., Lincoln-Ballston Co. Road 1935

1791

RECEIVED
FEB 7 - 1946
FOR FILING

FAP 261-A

January 25, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of December 28, 1945 with regard to maintenance inspection of Oregon FAP 261-A, Lincoln-Ballston Highway, Byerly Corner-Bethel Section, which was made on December 11.

On January 25, a joint inspection of this road was made by Mr. Cameron of your office, Mr. Cutler of this office, and the County Court of Polk County, at which time the deficiency in maintenance obligation was pointed out to the county court.

The county court indicated that it would correct the deficiencies during the summer of 1946.

Joint inspection by the gentlemen mentioned was also made of the Independence-Albany Road, Wigrich Ranch-Buena Vista Section, FAS 13-A (1); and the Falls City Road, Falls City-Fern Corner Section, FAS 25-A (1). Inspection of these latter two roads indicated that the surface had been patched and some reoiling had been performed. The county officials also advised that they would take care of any necessary maintenance required to place these two sections of road in condition, as required by their agreements.

The attitude of the county officials was very satisfactory, and it is believed that the maintenance necessary to place these roads in satisfactory condition will be performed.

Further inspections will be made as required, to see that the county court does perform the necessary maintenance to keep the roads in proper condition.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Oscar Cutler

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

December 28, 1945.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A maintenance inspection of Oregon F.A.P. 261A, Lincoln - Ballston Highway - Byerly Corner - Bethel, was made on December 11.

The report of inspection states that performance of the maintenance obligation on this project is unsatisfactory. Although one mile of the 6.3 miles was sealed this year, the west 3 miles is cracked, broken and porous, and in need of a seal. The drainage is so inadequate that heavy edge failure of the bituminous mat has occurred.

On the date of inspection, water was standing in the ditches and on the pavement edge. Ditches and shoulders are brush and weed grown, preventing proper drainage. Brush and vines obscure vision at the Bethel School and approaching the junction with the west side Pacific Highway. Brush should be cut back from the stop sign at the latter point.

Steps should be taken by Polk County to program sufficient funds in 1946 to perform the work outlined above, in order to preserve the investment in this secondary project; and we would like to be advised as to their plans in this matter.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
JAN 3 [illegible]
OREGON
STATE HIGHWAY COMMISSION

FORM S-A-1 SM 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 8 1937
FOR FILING
261

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Saxton & Looney &
J. S. Risley,
Contractors,
324 Henry Bldg.,
Portland, Ore.

Dear Sirs:

We are in receipt of correspondence originating from the United States Bureau of Labor Statistics in which they state that they have not received Form B L S 900 for the period from April 12th, 1936 to June 2, 1936, on the Byerly Corner-Bethel project WPSO 261, Contract No. 1791 on which you had a sub-contract with Edwin C. Gerber.

The certified transcript of payrolls on file in this office for this job indicate that your concern is the only one working on this project for the period mentioned.

Will you please submit at the earliest possible date, the records which they require.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Ray Webber
H.

CC to
R. H. Baldock

NOTED

RECEIVED
JAN 4 1937
FOR FILING
26826

#1791

January 2, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1791 for the construction of the Byerley Corner-Bethel and Corvallis Junction-Peoria Section of the Lincoln-Salston and Corvallis-Harrisburg County Roads in Polk and Linn Counties, has been completed by the contractor, Edwin C. Gerber, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 12, 1937.

The State has been advised of the following claims against this contract: C. H. Mickle, $261.50 for wages; Mt. Hood Soap Co., for material, amount not stated, and Mrs. Tarpley for board of men at Corvallis, amount not stated. You are advised that the assumes no responsibility for the above claims, or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractorsin connection with this contract will be $30,732.18, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 10 1936
FOR FILING

#1791

261 : 263

November 9, 1936

Mrs. Tarpley, Manager
Cozy Lunch
104 South 2nd Street
Corvallis, Oregon

Dear Mrs. Tarpley:

This acknowledges your letter of the 4th instant advising that you have a claim against some of the men who are working for Contractor Edwin C. Gerber in connection with highway construction work near Corvallis.

The contract to which you refer is State Highway Contract No. 1791 for the construction of oil mat surface treatment on the Byerley Corner-Bethel & Corvallis-Junction-Peoria Sections of the Lincoln-Ralston County Road and Corvallis-Harrisburg County Road in Linn and Polk Counties. In connection with this job Mr. Gerber furnished the State with a surety bond for the protection of claims incurred against the job.

This bond was written by the United States Fidelity and Guaranty Company, C. B. Eckles Insurance Agency, 1112 Sedell Building, Portland.

I would suggest that you file your claim with Mr. Eckles and also notify Mr. Gerber. Should you secure no satisfaction by so doing, then file your claim with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon 1931, a mimeographed copy of which is inclosed.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM
encl.

November 9, 1936

Mr. G. B. Eckles, Agent
United States Fidelity and Guaranty Co.
1112 Bedell Building
Portland, Oregon

Dear Sir:

Attached is a copy of notice of claim which has been filed by Mrs. Tarpley, Manager, Cozy Lunch, Corvallis, against contractor Edwin C. Gerber in connection with State Highway Contract No. 1791 covering construction on the Byerley Corner-Bethel & Corvallis Junction-Peoria Sections of the Lincoln-Ralston County Road and Corvallis-Harrisburg County Road.

This information is given you inasmuch as you appear as surety on the bond involved.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

encl.

cc - Edwin C. Gerber

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

MISSION

IN REPLY PLEASE
REFER TO FILE NO.

122-1010

Nov, 9, 1926

B. G.

He means Cont. #1791 - Byerley Corner-Bethel & Corvallis-Junction-Peoria Sect. of the Lincoln-Balston Co. Rd. and Corvallis-Harrisburg Co. Rd. 12.87 Mi. Oil Mat surf. Treat.

Surety was United States Fidelity & Guaranty C o. G. B. Eckles Agt., Bedell Bldg., Portland.

er.

of Edwin C. Gerber
completion of his
rner-Bethel and
Linn Counties.

by Mr. Gerber for
ously mentioned, all
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al. This seal is
be so deferred for
oil mat is laid.

was made when Mr.
Clackamas County. It
his oil mat work on
the Byerley Corner
e limit provided.
was not able to get
al seal until August 27.

traffic and no detri-
lay, it is recommended
thout penalty.

ruly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer

and several more
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[illegible]
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never got any pay.
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[illegible]	25-0
Arthur Mack	30-
J. H. [illegible]	10-
[illegible]	10 0
[illegible]	1 0 -
Elmer Spurgis	
R F. Sargent	100
Lew Ward	100

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. R. GLADYSH, SECRETARY

OREGON STATE HIGHWAY COMMISSION

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RECEIVED
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OREGON
STATE HIGHWAY

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H. G. Smith

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

261 & 263

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

October 17, 1936.

IN REPLY PLEASE REFER TO FILE NO.

122-1010

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Reference is made to the application of Edwin C. Gerber for an extension of time to August 27 for the completion of his work on contract No. 1791, being the Byerley Corner-Bethel and Corvallis Junction-Peoria Sections in Polk and Linn Counties.

This is the second application made by Mr. Gerber for extension of this contract. However, as previously mentioned, all work was completed on both sections prior to the original time limit on the contract except the second oil seal. This seal is usually left, and it is very desirable that it be so deferred for a period of not less than two weeks after the oil mat is laid.

The first application for extension was made when Mr. Gerber was working on another oil contract in Clackamas County. It seemed more important that he should complete his oil mat work on this other contract before putting the seal on the Byerley Corner and Corvallis Sections within the original time limit provided. However, his work was somewhat delayed and he was not able to get to these latter sections and complete the final seal until August 27. The first extension of time was to August 25.

Since there was no inconvenience to traffic and no detrimental results in any way for this further delay, it is recommended that the extension be granted as requested without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

2618263

October 15, 1936

IN REPLY PLEASE REFER TO FILE NO.

222-1010

Mr. Edwin C. Gerber,
Route 2,
Oregon City, Oregon.

Dear Sir:

On September 15 the Secretary of the Highway Commission requested that you make application for an extension of time to August 27 on your contract No. 1791, Byerley Corner-Bethel and Corvallis-Peoria Junction Sections in Polk and Linn Counties. As you failed to reply to the Secretary's letter, we wish to again call this matter to your attention and advise that until we have received your application with written consent of the surety on the bond, your final estimate must be held up. Contract No. 1791 is a Federal Project, and the government regulations must be observed.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc H. B. Glaisyer

#1791
X

261

October 10, 1958

MT. HOOD SOAP COMPANY, INC.
826 N. W. Glisan Street
Portland, Oregon

Attention G. Metzger

Gentlemen:

This acknowledges your letter of October 8, advising us of your claim against one E. C. Gerber, highway contractor, for materials furnished him in connection with his contract with the State Highway Commission for paving near Perrydale.

According to our records, Mr. Gerber's address is Route #2, Oregon City.

The work that he had with the State Highway Commission near Perrydale was for the construction of an oil mat surface treatment on the Ryerley Corner-Bethel Section of the Lincoln-Ballston County Road and on the Corvallis Junction-Peoria Section of the Corvallis-Harrisburg County Road, State Highway Contract No. 1791.

In connection with this job Mr. Gerber furnished the state with a surety bond for the protection of claims incurred against the project. This bond was written by the U. S. Fidelity and Guaranty Company, for whom G. B. Eckles is local manager, with offices in the Bedell Building, Portland. We offer this bond to you for your protection and suggest that if you do not secure satisfaction from Mr. Gerber you take the matter up with the bonding company and file notice of your claim with the Secretary of State, in conformance with the provisions of Chapter 280, Oregon Laws 1951, a copy of which is enclosed.

Very truly yours,

Secretary

HBG:MEL

Encl.

F. FELDMAN
PRESIDENT

JOSEPH FELDMAN
VICE PRESIDENT

GUS L. FELDMAN
2ND VICE PRESIDENT

HENRY FELDMAN
GENERAL MANAGER

326 N.W. GLISAN STREET
PHONE BROADWAY 0457
CABLE AND WIRELESS ADDRESS
"WONDER"
WESTERN UNION
A. B. C. 5TH EDITION

MT. HOOD SOAP CO.

(INCORPORATED)

MANUFACTURERS OF
FINE LAUNDRY AND TOILET SOAPS
WASHING SODAS AND POWDERS

Portland, Oregon,

October 8, 1936.

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We have been trying for some time through your Portland offices to get in touch with a Mr. M. C. Gerber, who last June booked a paving contract for you near Merrydale.

We purchased some material from us to be used on this job and has not, as yet, remitted for it nor have we been able to trace him in any way. Could you, without any too much trouble, advise us as to where we might locate Mr. Gerber or whether or not he is handling any more contracts for you. Our letters continually come back to us marked "unclaimed."

As the bill is fairly good sized, we should like to get this straightened out with Mr. Gerber if we could locate him.

Thanking you for giving us any information as to his whereabouts and trusting this will not cause you too much inconvenience, we are

Very truly yours

MT. HOOD SOAP COMPANY, Inc.

By
F. Getzen.

H.:B

#1791

261 &
263

September 30, 1938

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edwin C. Gerber on Contract No. 1791 for the construction of the Byerley Corner-Bethel and Corvallis-Peoria Section of the Lincoln-Salston and Corvallis-Harrisburg County Roads in Polk and Linn Counties. This payment will be made on or after October 10, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

261

September 21, 1936

Mr. E. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

In answer to your letter of August 24 regarding the Byerley Corner-Bethel Section in Polk County, I believe and contend for some discretion on the part of the field engineer in making decisions on minor changes that require immediate action and which changes will materially affect the success of the work. I am sorry it was impossible to take the matter up with your department for approval, but because of the condition as it appeared on the ground and the necessity for immediate action when the oiling work was commenced, it seemed advisable to reduce the width of the oil mat from 18 feet to 14 feet from the West Side Highway to the east end of the project at Bethel. This was not because the grade was too narrow, but because of the soft condition of the gravel shoulder.

From the west end of this project to Perrydale, the plans called for a 14-foot width of oil mat, because the surfacing condition at that time did not justify a wider width. During the winter period, the maintenance forces of Polk County improved this macadam stretch by adding additional surfacing material and widening the macadam, so that during the work of the oiling contractor it was possible to oil this section wider than called for on the plans.

We have taken up again with Polk County the matter of their obligation on this county road, and they have agreed to add additional shoulder material, and process and roll the shoulders adjacent to the oil mat on the east end of the project where the 14-foot width obtains. They have also reiterated their former statement with respect to the reconstruction of the bridge over Salt Creek. This statement was to

Mr. W. H. Lynch September 21, 1936

the effect that the reconstruction of this bridge was provided for in their plans for the biennium. This will mean that the bridge is to be reconstructed within the next year and will be of standard approved wood construction design, with minimum 18-foot width of roadway.

We are advised by the Traffic Department that the average vehicular traffic count on the section between the West Side Highway and Bethel is 118 over a 24-hour period for both directions.

Yours very truly,

State Highway Engineer.

REFERRED TO
Mr. Eason
By State Highway Engineer

Please see me about this.

TES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED AUG 25 1936 OREGON

POST OFFICE BUILDING
PORTLAND, OREGON
222-10

August 24, 1936

RECEIVED
AUG 25 1936
DIVISION ENGINEER
DIVISION NO 2

neer

is made to Mr. Eason's letter of July 27th
in width of surfacing on Oregon WPSO 261,
hel section.

See Curtis.

project was submitted, we were verbally
ounty would do such necessary work as was
this project in condition to receive Works
that time the replacement of the bridge
over Salt Creek by the county was suggested, though we have not been advised as to what action, if any, was taken.

From your above mentioned letter, it now appears that on the section from Sta. 0+00 to Sta. 63+00, at Bethel, the surfacing was adequate for only a 14 ft. width of oiling instead of 18 ft. as originally contemplated and as provided for in the P.S.& E. papers, and the width of the oil surface therefore reduced. It is very disconcerting to have such changes in plans and specifications made without requesting their approval, or even calling them to our attention.

We desire information as to the adequacy of the 14 ft. surfacing to care for the traffic; also the density of traffic, etc. It would appear that in order to properly care for the traffic on the east end of this project, the project should be provided with gravel or crushed rock shoulders by the county, which would enable cars in passing to turn off and on the oil mat.

We would appreciate advice as to your intentions with regard to this project.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

AUG 25 1936

POST OFFICE BUILDING
PORTLAND, OREGON

222.1

August 24, 1936

RECEIVED
AUG 25 1936
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Eason's letter of July 27th relative to change in width of surfacing on Oregon WPSO 261, Byerley Corner-Bethel section.

When this project was submitted, we were verbally advised that the County would do such necessary work as was required to place this project in condition to receive Works Program funds. At that time the replacement of the bridge over Salt Creek by the county was suggested, though we have not been advised as to what action, if any, was taken.

From your above mentioned letter, it now appears that on the section from Sta. 0+00 to Sta. 63+00, at Bethel, the surfacing was adequate for only a 14 ft. width of oiling instead of 18 ft. as originally contemplated and as provided for in the P.S.& E. papers, and the width of the oil surface therefore reduced. It is very disconcerting to have such changes in plans and specifications made without requesting their approval, or even calling them to our attention.

We desire information as to the adequacy of the 14 ft. surfacing to care for the traffic; also the density of traffic, etc. It would appear that in order to properly care for the traffic on the east end of this project, the project should be provided with gravel or crushed rock shoulders by the county, which would enable cars in passing to turn off and on the oil mat.

We would appreciate advice as to your intentions with regard to this project.

Very truly yours,

W. H. LYNCH
District Engineer

July 27, 1936

5-1102
222-1010

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Oregon.

Attention: Mr. T. M. Davis.

Dear Sirs

Reference is made to the Byerley Corner-Bethel Section of the Polk and Linn County Road Projects, Contract No. 1791. It was found necessary during the oil mat construction work to reduce the width of the oil mat from the West Side Pacific Highway crossing, Station 0+00 to Station 63+00, at Bethel, from 18 feet to 14 feet, due to the unstable condition of the surfacing on the shoulders.

Also, referring to the Rainier Section of the Lower Columbia River Highway, Contract No. 1829:

It has been found necessary to eliminate the paving of the west 10-foot lane between Stations 636 and 638+50, due to a settlement and movement of this fill. Settlement of the fill between these stations occurred just after the east 10-foot lane was paved and traffic was thrown on the outside shoulder. The movement seems to continue, and we deem it inadvisable to try to construct any pavement at this time over this section. We are planning to bring the grade up with additional rock, even covering the 10-foot strip already laid, and oiling the surfacing with state forces some time this next month.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc E. O. Smith

261 and
263

September 15, 1936

Mr. Edwin C. Gerber
Route 2
Oregon City, Oregon

Dear Sir:

Reference is made to your contract No. 1791, Byerley Corner-Beth-1 and Corvallis Junction-Peoria Sections in Polk and Linn Counties.

The time limit on this contract expired on August 25. According to our records the work was not completed until August 27.

It will therefore be necessary for you to make application for an extension of time to August 27. Your application must be accompanied by the written consent of the surety on the bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

JM:CE
cc - F. D. Eason

261-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 261-A, Byerly Corner-Bethel Sec., Lincoln-Ballston Road, Polk County, was made by a representative of this office on August 25, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

For

Form 388—5M—11-35

261&263

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Byerley Corner - Bethel
Corvallis Junction - Peoria
Section Lincoln - Ballston Co. Road
Highway Corvallis - Harrisburg Co. Road

Contractor Edwin C. Gerber

Date of contract November 30, 1935

Date work started March 6, 1936

Amount of contract . . . . . $ 33353.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 33353.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 700.00, 2 %

For Week Ending August 29, 1936

Kind of work Oil Mat. Surface Treatment

Section prefix 222-1010

Contract number 1791

Date of completion July 15, 1936

Estimated date of completion , 193

Per cent of time elapsed All %

Date project was completed August 27, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed Wednesday.
Engineering crew on semi-final three days this week.

C. E. Paulson reported to the Salem office from this job Monday.

I made an inspection of these projects Wednesday and found them to be in good shape and acceptable. Wired in acceptance August 27.

NOTED
H. G. SMITH

Signed W. H. Stewart

Address Government Camp, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	ALIGNANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

261

OREGON STATE HIGHWAY COMMISSION

SALEM

August 4, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Will you kindly concur in the extension of time for the Byerley Corner-Bethel and Corvallis Junction-Peoria Sections in Polk and Linn Counties - of the contract to Edwin C. Gerber - Contract No. 1791, to Aug. 25, 1936.

This extension of time is made necessary solely for the reason that it was inconvenient to place the final seal until Mr. Gerber had completed the oil mat on other jobs in this vicinity and Clackamas County.

By this method we secured better curing before the final seal was applied and a more systematic seal on all the jobs.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. C. Smith,
Construction Engineer.

HCS/H

CC to
R.H. Baldock

NOTED

500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

261

August 3, 1936

IN REPLY PLEASE REFER TO FILE NO.

222-1010

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

With respect to the application of Edwin C. Gerber for an extension of time on his Byerley Corner-Bethel and Corvallis Junction-Peoria Sections, in Polk and Linn Counties, I recommend that this extension of 40 days be granted.

The oil mat was laid on both jobs prior to the time limit of the contract. In the meantime his oil crew has been at work in Clackamas County on another State contract, and it was not desirable that he put off this work to put on the final seal on the two jobs above mentioned, prior to the July 15 time limit specified in the contract. For the good of the jobs themselves, it is highly desirable that the oil mat should be subjected to traffic over this longer period in order to get a better curing before the final seal is applied.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

261

#1771

July 6, 1936

Mr. C. B. Eckles, Manager
United States Fidelity and Guaranty Company
1206 Bedell Building
Portland, Oregon

Dear Mr. Eckles:

This letter is to inform you that we have just received a letter from Mr. C. H. Mickle, The Dalles, Oregon, stating that he has a claim against Contractor Edwin C. Gerber for labor performed in connection with Mr. Gerber's contract No. 1791 for the construction of the Byerley Corner-Bethel & Corvallis-Junction-Peoria Section of the Lincoln-Balston Co. Road and Corvallis-Harrisburg County Road in Polk and Linn Counties.

Mr. Mickle claims that he worked three weeks on this job and was laid off on June 21 but has not received full payment for his services although he was advanced $20.00 in cash and Mr. Gerber assumed the payment of a board bill amounting to approximately $7.50. This matter is being brought to your attention in as much as the United States Fidelity and Guaranty Company appears as surety on the bond furnished by Mr. Gerber in this instance.

Mr. Mickle's address is 520 East 3rd Street, The Dalles, Oregon.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

cc - Mr. E. C. Gerber
Route 1
Oregon City, Oregon.

July 6, 1936

Mr. C. H. Mickle
520 East 3rd Street
The Dalles, Oregon

Dear Mr. Mickle:

Reply is made to your letter of June 30 in regard to your claim against contractor E. C. Gerber, claim being for labor performed for Mr. Gerber in connection with his contract No. 1731 with the State Highway Commission for the construction of the Byerley Corner-Bethel & Corvallis-Junction-Peoria Section of the Lincoln-Balston Co. Road and Corvallis-Harrisburg County Road in Polk and Linn Counties.

In connection with this job Mr. Gerber furnished the State with a surety bond for the protection of claims arising with the job. This bond was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles is local manager with offices in the Bedell Building in Portland. We offer this bond to you for the protection of your claim.

If you do not secure satisfaction by writing to the bonding company, you should file notice of your claim with the Secretary of State in accordance with provisions of Chapter 280, laws of Oregon for 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice I am notifying the bonding company that your claim has been filed. I am also calling it to the attention of the contractor and trust that the matter will be disposed of satisfactorily within the near future.

In checking up time statement submitted by you with the contractor's certified pay roll I find that he has credited you with more time than you claim. The certified pay roll shows that you worked 90 hours at 75 cents per hour which would entitle you to a total of $67.50; whereas your claim totals only $53.62 making a balance in your favor of $13.75.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM
ENC.

July 1, 1936

Mr. Glaisyer:

Re attached letter of C. H. Mickle with reference to labor claim;

He undoubtly means the Edwin C. Gerber Cont. No. 1791 - Byerley Corner-Bethel & Corvallis-Junct.-Peoria Section of thr Lincoln-Balston Co. Road and Corvallis-Harrisburg County Road in Polk and Linn Counties, 12.87 miles oil mat surface treatment.

Bond was furnished by the United States Fidelity & Guaranty Co., G. B. Eckles, Agent, Bedell Bldg., Portland. Completion date of contract is July 15, 1936.

Mr. Mickle's hours and wages appear on the contractors certified payrolls as follows:

June - 3 - 4 - 5 - 6 - = 30 at .75 = 22.50 - less .04 = $22.46 -
Hours 6 - 8 - 8 - 8 -

June - 8 - 9 - 10 - 11 - 12 - = 40 at .75 - less .05 = $29.95
Hours- 8 - 8 - 8 - 8 - 8 -

June - 17 - 18 - 19 - 20 - = 20 at .75 - less .04 =* $14.96
Hours - 2 - 6 - 8 - 4 -

You will please note that his time does not agree with time shown on contractors payroll and is not as much in total amount.

J. McFarland.

The Dalles
Oregon
June 30- 1936

Mr H.B. Glaisyer
Salem Ore

Dear Sir

I am writing you on the adsise of Mr J.E. Peck; Resident Engeneer at The Dalles in regards some wages due me from E.C. Garter contractn ~~is~~ under the Oregon Highway Com.

I worked a total of 71½ hours on the Project in Polk County, for which I have never received any pay ~~except~~ except $20.00 which I drew the day before I left the job which was on June the 21st and also he was to have paid $7.00 Boardbill to be deducted from my wages. ive worked three weeks and never had a pay day and he promised to mail my check to Fairview on June 29th

--

and it has not come. I wrote him about this matter and have not yet a reply of any kind

For your information I am sending you a copy of any time as worked the rate of pay was .75 cents per hour

Thanking you for any thing you may be able to do about this matter

& remain

Most Truley Yours

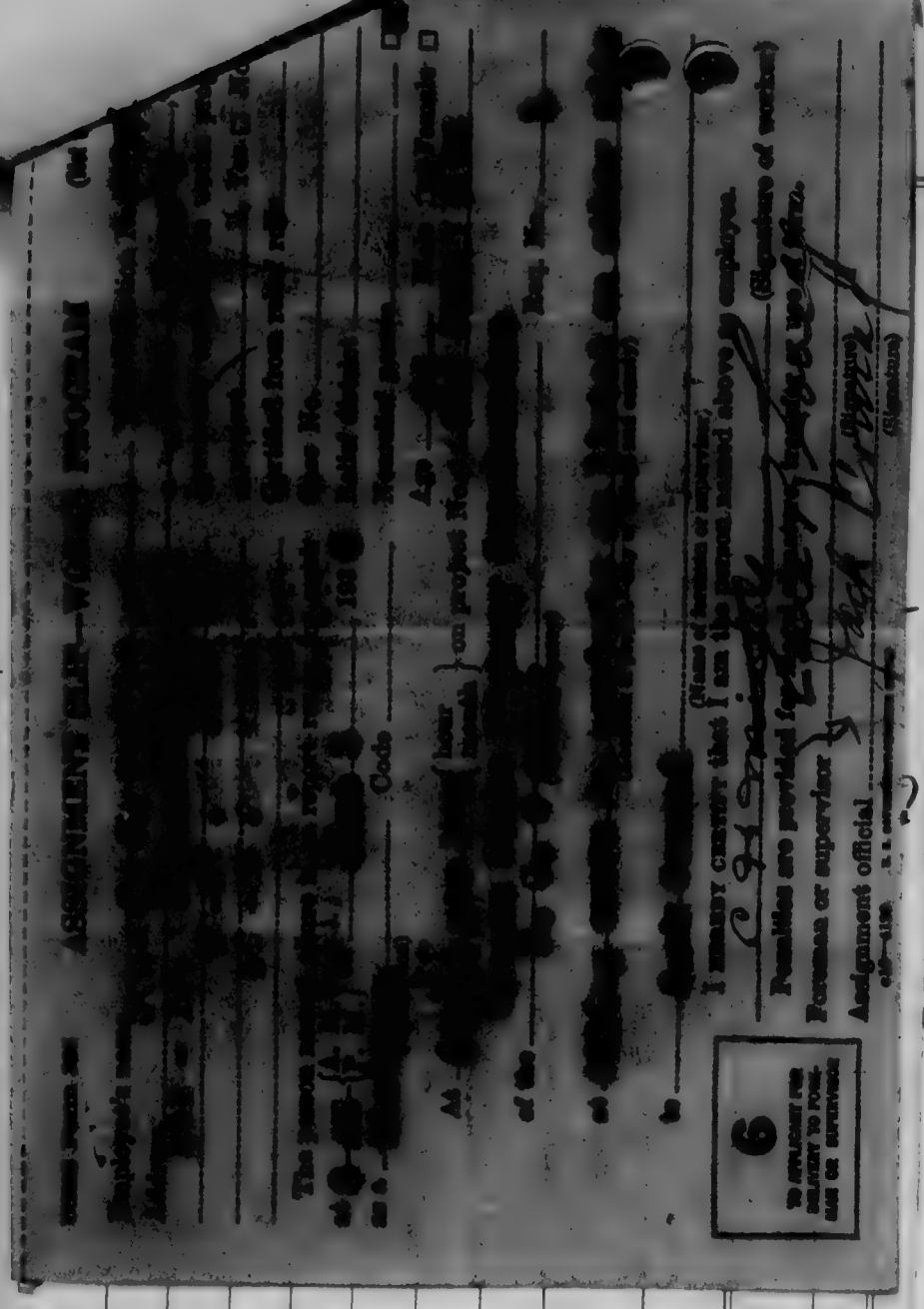
C. H. Mickle

The Dalles

Oregon

520 East 3rd St

or



RTMENT OF AGRICULTURE
F PUBLIC ROADS
RICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1936

herewith, for your files, an

____ project agreement and

umbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jon

June 1936

	Sun.	Mon. 1	Tues. 2	Wed. 3	Thu. 4	Fri. 5	Sat. 6	Total Time	Rate per day	Amount $	Amount Cts.
		0	0	0	10½	9	8½	28	.75	21	00
Date	7	8	9	10	11	12	13				
Time	0	8½	7	5	9	5½		35	.75	26	25
Date	14	15	16	17	18	19	20				
Time	0	0	0	0	2½	6	0	8½	75	6	37
										53	62
										20	00
										7.50?	

Less Deductions, Cash Prehaps Board

herewith, for your files, an

_____ project agreement and

numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1936

Hon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPSO 261

POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

1245

Form P. R. 2

State Oregon

U.S. Works Program Highway Project No. WPSO 261

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of March, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 6th day of November, 1935, a project statement, which was approved by the Secretary on the 19th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

eighteen thousand, seventeen and 45/100

dollars ($ 18,017.45) as the share of the United States payable under said act on account of [redacted] of said project, which is [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

2—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935. (Include date and citation of act of legislature by which authorized) (Public Res. No. 11, 74th Congress).

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 42+00 in the SW 1/4 of Sec. 16, T. 6 S., R. 5 W., W.M. and Survey Station 63+00 in the NW 1/4 of Sec. 21, T. 6 S., R. 4 W., W.M., excepting therefrom that portion between Stations 128+16 and 128+36,

, length 6.297 miles, in Polk County, being ~~fiscal year~~ Ore. U.S. Works Program Hwy. project No. WPRO 261, consisting of 6.297 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~aggregating~~; known locally as the Byerly Corner-Bethel Section of the Lincoln-Ballston County Road in Polk County.

8—8518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of eighteen thousand, seventeen and 45/100 dollars ($ 18,017.45), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata thereof dollars (is), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, and by funds which may be ~~given or will be made available~~ therefor by said State in the manner herein set forth, to wit:

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance will be by the County of Polk pursuant to its agreement of November 30, 1935, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5516

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. U.S. Works Program Highway 261 State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 18,017.45 as the total estimated cost of said project, and the sum of $ 18,017.45 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal ~~p~~ 1a ~~percentage of~~ said total estimated cost.

Done at the city of Washington, this 9th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. Y. Stuart
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 S—3020

261 0
263

#1791

April 8, 1936

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: T. J. Awbrey.

Gentlemen:

Receipt is acknowledged of your letter of April 2nd concerning the Edwin C. Gerber Contract No. 1791 - Byerley Corner-Bethel and Corvallis Junction-Peoria Section of the Lincoln-Balston and Corvallis-Harrisburg County Roads in Polk and Linn Counties, consisting of 12,87 miles of oil mat surface treatment.

The amount of this contract is $33,358.50 and the date of completion is July 15, 1936. The bond was written by the United States Fidelity & Guaranty Company for whom G. B, Eckles, who has offices in the Bedell Building, Portland, is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1791

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
APR 1936

ATWATER 8521

6TH FLOOR YEON BUILDING
Portland, Oregon

April 2, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: E. C. GERBER
Oregon City, Oregon

It is our understanding that the subject has been awarded a contract by the State of Oregon for grading and oiling the highway in the vicinity of Buell, Oregon. We understand that this contract is further described as Job 1791.

We will appreciate your completing the attached Contractor's Questionnaire and returning to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B
Encl

FORM S-B-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

SALEM

March 17, 1936

IN REPLY PLEASE REFER TO FILE NO.

212-1010

Mr. R. C. Gerber,
Route 2,
Oregon City, Oregon.

NOTED

Dear Sir:

We are returning herewith, approved, two copies of your subcontract with Saxton & Looney and J. S. Risley for producing the mineral aggregate on the Byerley Corner-Bethel project in Polk County, Contract No. 1791.

Work under this subcontract may now begin immediately if you so desire.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

cc R. H. Baldock
H. G. Smith
B. O. Johnson

FORM S-S-1 500 1-36

UNITED STATES DEPARTMENT OF AGRICULTURE

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

March 12, 1936.

IN REPLY PLEASE REFER TO FILE NO.

222-1010

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. J. H. Dewers.

NOTED

Dear Sir:

There is attached hereto a copy of a proposed subcontract between E. C. Gerber, party of the first part, and Sexton & Looney and J. S. Risley, parties of the second part, for producing mineral aggregate on the Byerley Corner-Bethel Section of the Lincoln-Ballston County Road in Polk County, Contract No. 1791.

May we have your approval as to form on this subcontract?

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSH,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith
B. O. Johnson

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 20 1936
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO

FILE NO. Oregon 261

POST OFFICE BUILDING
PORTLAND, OREG.

February 19, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

January 24, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Byerley Corner-Bethel Section, Project No. NPSO 261.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — U. S. Works Program
Project No. WPRS 262

KEIZER CORNER-SALEM SECTION OF THE LINCOLN-SALEM COUNTY ROAD IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 3, 1936

14' Roadway (Sta. 42+00 to 152+98=0+00)

750	cu. yds.	Mineral Aggregate in Place	$ 4.75	$ 3,562.50
48	tons	Cutback In Place	27.00	1,296.00
42	tons	No. 3 Oil in Place	27.00	1,134.00
			Subtotal	$ 5,992.50
			10% Engr. & Cont.	599.25
			Total	$ 6,591.75

Length of Roadway	2.656 miles
" " 1 Bridge	0.015 "
Total Length	2.671 "
Cost per mile	$ 2,467.89

Note: Oiling is to be constructed across bridge.

18' Roadway (Sta. 182+98=0+00 to 127+30=0+00 to 63+00)

1,300	cu. yds.	Mineral Aggregate in Place	4.75	$ 6,175.00
82	tons	Cutback in Place	27.00	2,214.00
74	tons	No. 3 Oil in Place	27.00	1,998.00
			Subtotal	$10,387.00
			10% Engr. & Cont.	1,038.70
			Total	$11,425.70

Length of Roadway	3.614 miles
" " 2 Bridges	.015 "
Total Length	3.629 "
Cost per mile	$ 3,148.44

Note: Oiling is to be constructed across bridges.

WPA Funds Requested:

14' Roadway	$ 6,591.73
18' Roadway	11,425.70
	$ 18,017.43

	14' Roadway	18' Roadway
Estimated Labor Required	2,700 man-hours	4,700 man-hours
Cost of Labor	$ 1,700	$ 3,000
Cost of Materials	$ 1,500	$ 2,700

Funds for Maintenance: See Agreement executed by County, November 22, 1935 and by Highway Commission, November 27, 1935.

961

January 2, 1936

Mr. Edwin C. Gerber,
Route No. 2,
Oregon City, Oregon.

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1791 which was awarded to you on November 30, 1935, for 12.87 miles of oil mat surface treatment on the Byerley Corner-Bethel and Corvallis Junction-Peoria Section of the Lincoln-Ballston Co. Road & Corvallis-Harrisburg Co. Road, in Polk and Linn Counties.

This copy is for your records and files.

Yours very truly,

Secretery

D

December 12, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Regional Office has advised that the P.S.& E. for Oregon Works Program Highway projects Nos. WPSO 261, WPSO 263 and WPSS 265 have been examined and found satisfactory.

We have also been advised that the abbreviated plans submitted for these projects should be supplemented during construction, or prior to the payment of final voucher, by detailed plans showing alignment, grades, drainage and right of way in accordance with Section 7 of the Rules and Regulations for Works Program Highway projects. In this connection, reference is also made to Sections 3 and 5 of the Rules applicable only to HRS projects, dated September 29, 1933.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Highway Projects Nos. WPSO 261 and WPSO 263, the Byerley Corner-Bethel Section of Lincoln-Ballston County Road and the Corvallis Junction-Peoria Section of the Corvallis-Harrisburg County Road, to Edwin C. Gerber, Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. ~~H.~~ LYNCH
District Engineer

Jon

G. L. HAWKINS
COUNTY JUDGE

FRED GIBSON
C. C. GARDNER
COMMISSIONERS

261

OFFICE OF

COUNTY COURT OF POLK COUNTY

DALLAS, OREGON

November 29, 1935

State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Gentlemen:

In regard to the road from Bethel to Byerley's Corner, contemplated for oiling and in particular the bridge near the Mitchell place, which is narrow, and not in a very good condition, especially the abutments, I desire to say that while this bridge may be made to answer for awhile, the Court intends to replace this bridge with a better and wider structure in the very near future.

Very truly yours,

G. L. Hawkins

County Judge.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 25, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on November 19, 1935, approved the project statement for Oregon U.S.Works Program Project No. WPS 261, involving the improvement of 6.3 miles of the Lincoln-Balston Highway, between a point in the SW 1/4 Section 16, T 6 S, R 5 W, W.M., and a point in Section 21, T 6 S, R 4 W, W.M., near Bethel, in Polk County.

Approval was made subject to the condition that the grade crossing of the railroad within the limits of the project be protected by safety devices adequate for the protection of a grade crossing of that class.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Highway Project No. UPSO 261, the Byerly Corner-Bethel Section of the Lincoln-Ballston Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Approval of the title sheet as a plan sheet is subject to the furnishing, prior to final payment, of such additional plans as are required by our Washington Office.

The bridge over Salt Creek should be replaced, and we would suggest that this matter be taken up with the County Court. Our approval is subject to such action being taken relative to this structure as may be required by our Washington Office.

Copies of maintenance agreement should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Highway Project No. WPSO 261, the Byerly Corner-Bethel Section of the Lincoln-Ballston Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Approval of the title sheet as a plan sheet is subject to the furnishing, prior to final payment, of such additional plans as are required by our Washington Office.

The bridge over Salt Creek should be replaced, and we would suggest that this matter be taken up with the County Court. Our approval is subject to such action being taken relative to this structure as may be required by our Washington Office.

Copies of maintenance agreement should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

November 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Eugene Overcrossing Section, Project No. WPOH 262-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. UPGS 262-A

[illegible] OVERCROSSING OF S. P. CO. TRACKS ON THE JUNCTION CITY-EUGENE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, Nov. 14, 1935

Roadwork (Sta. 616+00 to 645+84)

All Required		Clearing and Grubbing		$ 100.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
140,000	cu. yds.	Borrowed Embankment Materials	0.30	42,000.00
60	lin. ft.	18" Concrete Pipe	2.50	150.00
150	lin. ft.	30" Extra Strength Pipe	5.50	825.00
100	lin. ft.	Salvaging Culvert Pipe	0.70	70.00
5,600	lin. ft.	Cable Guard Fence	1.50	8,400.00
7,000	sq. yds.	Portland Cement Concrete Pavement	2.00	14,000.00
700	lin. ft.	Expansion Joints	0.20	140.00
3,600	lin. ft.	Contraction Joints	0.05	180.00
3,600	only	Dowels	0.20	720.00
6,000	lbs.	Tie Bars and Reinforcement	0.06	360.00
350	cu. yds.	Sand Cushion	2.00	700.00
250	cu. yds.	Rock Shoulders	2.00	500.00
180	cu. yds.	Rock Footpaths	2.00	360.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
		Subtotal		$ 69,240.00
		10% Engr. & Cont.		6,924.00
		Total		$ 76,164.00

Structures

480	cu. yds.	Structural Excavation	$ 2.00	$ 960.00
40	cu. yds.	Structural Excavation below Plans	5.00	200.00
500	cu. yds.	Class "A" Concrete	20.00	10,000.00
170	cu. yds.	Class "D" Concrete	20.00	3,400.00

110,000 lbs.	Metal Reinforcement		$ 0.05	$ 5,500.00
420 lin. ft.	Concrete Handrail		5.00	2,100.00
		Subtotal		$ 22,160.00
		10% Engr. & Cont.		2,216.00
		Total		$ 24,376.00

Length of Roadwork	0.527 mile
" " Structure	.038 "
Total Length	0.565 "
Cost per mile, Roadwork	$ 144,523.72

BPGH Funds Requested:

Roadwork	$ 76,164.00
Structure	24,376.00
	$100,540.00

	Roadwork	Structure
Estimated Labor Required	40,000 man-hours	8,300 man-hours
Cost of Labor	$ 25,000	$ 7,000
Cost of Materials	$ 13,500	$ 7,000

November 13, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate to accompany plans and specifications for the Byerley Corner-Bethel Section, Project No. WPSO 261.

Five sets of revised blueprints and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 261

EAGLE CORNER-SETHEL SECTION OF THE

LINCOLN-BALLSTON COUNTY ROAD IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, November 13, 1935

14' Roadway (Sta. 42+00 to 182+98 = 0+00)

750	cu. yds.	Mineral Aggregate in Place	$ 3.50	$ 2,625.00
48	tons	Cutback in Place	30.00	1,440.00
42	tons	No. 3 Oil in Place	30.00	1,260.00
50	tons	Tar in Place	28.00	Alternate
			Subtotal	$ 5,325.00
			10% Engr. & Cont.	532.50
			Total	$ 5,857.50

Length of Roadway	2.656 miles
" " 1 Bridge	.015 mile
Total Length	2.671 miles
Cost per mile	$ 2,192.99

Note: Oiling is to be constructed across bridges.

18' Roadway (Sta. 182+98 = 0+00 to 127+30 = 0+00 to 63+00)

1,300	cu. yds.	Mineral Aggregate in Place	$ 3.50	$ 4,550.00
82	tons	Cutback in Place	30.00	2,460.00
74	tons	No. 3 Oil in Place	30.00	2,220.00
88	tons	Tar in Place	28.00	Alternate
			Subtotal	$ 9,230.00
			10% Engr. & Cont.	923.00
			Total	$10,153.00

Length of Roadway	3.614 miles
" " 2 Bridges	.015 mile
Total Length	3.629 miles
Cost per mile	$ 2,797.74

Note: Oiling is to be constructed across bridges.

WPSO Funds Requested:

14' Roadway	$ 5,857.99
18' Roadway	10,153.00
	$ 16,010.99

	14' Roadway	18' Roadway
Estimated Labor Required	2,700 man-hours	4,700 man-hours
Cost of Labor	$ 1,700	$ 3,000
Cost of Materials	$ 1,500	$ 2,700

November 6, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for the Byerley Corner-Bethel Section, Project Number WP30 261.

Blueprint copies of the sketch map for this project were sent to you yesterday.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

STATE Oregon

PROJECT NO. WPSO 361
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 6, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Byerley Corner-Bethel Section, Lincoln-Salston County Road
2. Between ~~control points of official description~~ a point in S. W. ¼, Sec. 16, T. 6 S., R. 5 W., and a point on center line on N. ½ Sec. 21, and T. 6 S., R. 4 W.
3. Between intermediate control points if used: ____ and ____

County of Polk

4. Length in miles (gross) 6.300 (net) 6.300

5. Preliminary estimate of cost: Total, $15,000; section of road to be first improved, $15,000, of which $- - is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ____
(Amount.)

(Source; refer to statute.)

(*b*) County ____
(Amount.) (Source; refer to statute.)

8—8078

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date November 5, 1935.

Polk County. Federal Classification and Number _____.

Name of section proposed for improvement Bparley Corner-Bethel

located between Bethel

and Salston

on county road extending

from Lincoln via McCoy, Perrydale

to Salston and Sheridan.

Type of improvement proposed Oiled surfacing

_____.

1. Are employable relief workers available? Yes

_____.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes, highly developed farming area.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes, improved county roads and crosses West Side Pacific State Highway 99 W.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes, present surface is gravel macadam.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, farm produce by truck

6. Traffic density 130 passenger cars, 12 light trucks, 3 heavy trucks

7. How will proposed improvement be maintained? By county forces under agreement with Oregon State Highway Commission.

Polk County. Federal Classification and Number .

Name of section proposed for improvement Dyarley Corner-Bethel

located between Bethel

and Balston

on county road extending

from Lincoln via McCoy, Perrydale

to Balston and Sheridan .

Type of improvement proposed Oiled surfacing

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes, highly developed farming area.

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes, improved county roads and crosses West Side Pacific State Highway 99 W. .

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes, present surface is gravel macadam.

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, farm produce by truck

.

6. Traffic density 138 passenger cars, 12 light trucks, 3 heavy trucks

.

7. How will proposed improvement be maintained? By county forces under agreement with Oregon State Highway Commission.

.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

November 6, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Byerley Corner-Bethel Section, Project No. NPSO 261.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 262

MERRLEY CORNER-BETHEL SECTION OF THE

LINCOLN-BALLSTON COUNTY ROAD IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 6, 1935

2,300	cu. yds.	Mineral Aggregate in Place	$ 3.50	$ 8,050.00
142	tons	Asphalt in Place	30.00	4,260.00
128	tons	No. 3 Oil in Place	30.00	3,840.00
152	tons	Tar in Place	28.00	(Alternate)
		Subtotal		$ 16,150.00
		10% Engr. & Cont.		1,615.00
		Total		$ 17,765.00

Length of Roadway	6.270 miles
" " 3 Bridges	.030 mile
Total Length	6.300 miles
Cost per mile	$ 2,819.84

Note: Oiling is to be constructed across bridges.

WPSO Funds Requested- $ 17,765.00

Estimated Labor Required	8,200 man-hours
Cost of Labor	$ 5,300.00
Cost of Materials	$ 4,500.00

2.61

WPSO 261

November 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five blueprint copies of project statement map for the Byerly Corner-Bethel Section of the Lincoln-Salston County Road in Polk County.

The project agreement papers for this project will be sent to you tomorrow. It is proposed to assign number WPSO 261 to the project.

Very truly yours,

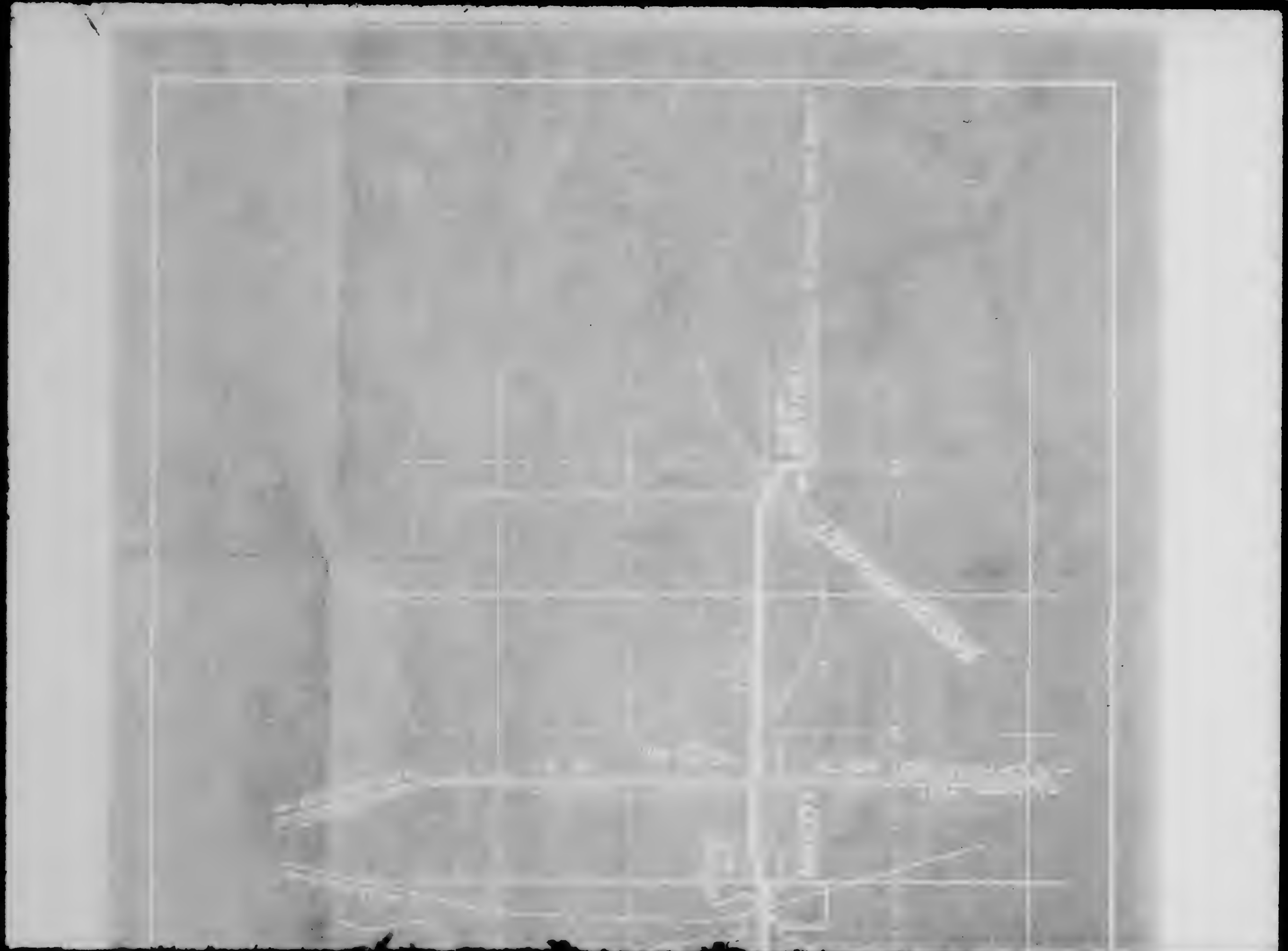
R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.



CONTRACT# [redacted] 1791, [redacted] 1793

WPSO 263 Corvallis Jct.-Peoria Sec., 1935
1791 Corvallis-Harrisburg Co. Rd.
1793

FORM S-A-1 SM 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

263

October 20, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

An additional extension of time has been requested from August 25th to 27th, 1936, by Edwin C. Gerber, contractor on the Byerly Corner-Bethel and Corvallis Junction-Peoria Sections in Polk and Linn Counties, F. A. Project numbers WPB) 261 and 263.

The original completion date was July 15th, and an extension of time was granted to August 25th in order that the contractor might complete other projects, especially the Clackamas County Oiling jobs, before placing the final seal on these two sections.

The contractor was somewhat delayed on the other projects and was unable to complete the final seal until August 27th. Since the delay in placing the seal was beneficial rather than a hinderance in securing a good job, and as traffic was not inconvenienced nor engineering costs increased, we recommend that extension of time be granted.

May we have your concurrence in this extension to August 27, 1936.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by
Chas. E. Low
H.

By

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock

263

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 263, Corvallis Junction-Peoria Section, Corvallis-Harrisburg County Road, Linn County, was made by a representative of this office on August 25, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

263

CROSS REFERENCE SHEET

Name or Subject Corvallis Junction-Peoria Section File No.

Regarding Request for concurrance of B. P. R. in extension of time. Date August 4, 1936

SEE 261

Name or Subject #1791 File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
AUG - 3 1936
DIVISION ENGINEER
DIVISION NO. 2

For Week Ending August 1, 1936

Section Silverton-Silver Creek Falls
Highway Silver Creek Falls Secondary
Contractor R. O. Dail & Warren Bros; Inc
Date of contract Nov. 30, 1935
Date work started Dec. 16, 1935
Amount of contract $ 53,347.00

Kind of work Resurfacing & Oiling
Section prefix 124-1007; WPSS 265
Contract number 1793
Date of completion Sept. 30, 1936
Estimated date of completion Sept. 1, 1936
Per cent of time elapsed 80.33 %

Estimated cost of completed project, exclusive of engineering $ 54,850.60
Per cent of contract completed, based on total contract price 58.8 %
Engineering cost to date, $ 2247.00, 4.09 %
Date project was completed ..., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work done on this project this week except maintenance of roadway by the power blade.

The contractor expected to get his oiling equipment moved over to the job today from the Union Hill Quarry and thought he might possibly spread some RC - 3 cut back asphalt as a binder course on the rock surfacing. Some difficulty was being experienced by him in getting equipment and an oiling crew needed for the job lined up. The distributor, which had been one previously owned by Klamath County, had been overhauled by Gehrlinger in Dallas and was parked at the Union Hill Quarry, 7/31/36.

NOTED
H. G. SMITH

Signed H. D. Durant R.S.

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		13.69		13.69	
Miles partially completed		13.69		0	
Miles completed		0		0	
Total estimated quantities		13,700		5,000	
Estimated quantities moved or placed to date		13,710		5,000 (stockpiled)	
Average daily quantities		292			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week		1			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 26	Warm		
Monday 27	"		
Tuesday 28	"		
Wednesday 29	"		
Thursday 30	"		
Friday 31	"		(One man employed part time this week on maintenance of
Saturday 1	"		roadway.)

263

CROSS REFERENCE SHEET

Name or Subject Corvallis Junction-Peoria Section File No.

Regarding		Date
	Notice to contractor of consent to extension of time by U. S. Fidelity & Guar. Co.	July 20, 1936
	Glaisyer to Eason-transmitting copy of letter from contractor requesting extension of time of 40 days	July 31, 1936
	Eason to Glaisyer-recommendation that extension of time be granted	August 3, 1936

SEE 261

Name or Subject #179 File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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FORM No. 1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 10th, 1936

IN REPLY PLEASE REFER TO FILE NO.

K. D. Lytle	B. O. Johnson	R. E. Mollinet
F. D. Eason	E. E. Johnston	Ray Webber
W. C. Williams	C. E. Carter	

NOTED
Chief Highway Engineer

Dear Sirs:

Supplementary to my letter of June 3rd, in regard to oiling crew working for Edwin C. Gerber.

The attached list of names are certified by the National Reemployment Service to work on the projects mentioned.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

Clack. Co. Proj. WPSO 2[illegible]; Linn & Polk Cos., Proj. W[illegible]1-265; Lane Co. 78 and 92; Lincoln Co. Proj. 48 and 84; Wheeler Co. 26; Grant Co. 55.

LABOR LIST

No. 1 Project See Above

Sheet 1 Contract

Furnished by Oregon State Employment Service at Oregon City, Oregon

To E. C. Garber Contractor, at As Above

Pursuant to Request No. 1 Dated 5-29-36

Preference Class

NO.	NAME AND ADDRESS	OCCUPATION	IDENT. NO.	RELIEF STATUS	ACCEPTED	REJECTED
1	G. W. Driesel Clackamas County	Retort Man	4303-220	R		
2	Dee Ulrich Fairview, Mult. Co.	do	4337-45795	R		
3	Paul D. Syron Clackamas County	Distributor Man	4303-4756	NR		
4	Arthur B. Ulrich Mult. Co.	do	4337-58189	NR		
5	Robt. P. Gilpin Clackamas County	do	4303-5546	NR		
6	John Tate Polk County	do	4327-1541	NR		
7	Jack Hindle Clackamas County	Rollerman	4303-3763	NR		
8	Glenn P. Davis Clackamas County	do	4303-5547	NR		
9	O. C. Lewis Polk County	do	4327-1555	NR		
10	Andrew C. Buchell Clackamas County	do	4303-5571	NR		
11	Jess D. Walling Polk County	do	4327-1506	NR		
12	D. J. Finucane Polk County	do	4327-784	R		
13	Kenneth C. Purdue Multnomah County	Shovel Operator	4337-7975	R		
14	J. S. Hiatt Hood River County	do	4314-1594	NR		
15	Wm. C. Miller Clackamas County	Blademan	4303-4011	NR		
16	C. H. Mickle Multnomah County	do	4337-41556	NR		
17	John Cassidy Clackamas County	do	4303-4941	NR		
18	Albert Gerber Clackamas County	do	4303-5536	NR		
19	Edward Nielson Multnomah County	do	4337-55700	NR	Quit	
20	C. C. Krause	do				
21	Jack Kohl Clackamas County	Fireman	4303-5545	NR		

L. C. Stoll
Signature

L A B O R L I S T

No. 1 Project _____

Sheet 2 Contract _____

Furnished by _____ at _____

To E. C. Gerber Contractor, at _____

Pursuant to Request No. _____ Dated _____

Preference Class _____

NO.	NAME AND ADDRESS	OCCUPATION	IDENT.NO.	RELIEF STATUS	ACCEPTED	REJECTED
1	Delbert Fischer Clackamas County	Fine Spotter	4303-5644	NR		
2	Ivan Parks Clackamas County	do	4303-5645	NR		
3	Raymond Hall Polk County	do				
4	J. H. Coleman Washington County	do				
5	William S. Fix 3364 SE 8th Ave. Portland	Rollerman	4337-528	r-28403		
6	Perl deLashmutt West Linn	Fine Spotter	4303-5033	NR		
7	Forrest E. Krueger Canby, Oregon	Fine Spotter	4303-5620	NR		
8						
9						
10		S U P E R V I S O R Y				
11						
12	Jack Konrad Clackamas County	Oiling Foreman				
13	Rouland D. Johnston Clackamas County	Timekeeper				
14	Edwin C. Gerber, Jr. Clackamas County	Truck Foreman				
15	Fred Boss Clackamas County	Truck Foreman				
16						
17						
18						
19						
20						
21						

Signature

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPSO 263-A

POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

ER-A4pr-1246

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WP80 263-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of March, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 6th day of November, 1935, a project statement, which was approved by the Secretary on the 19th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighteen thousand, six hundred seventy-one and 40/100

dollars ($ 18,671.40) as the share of the United States payable under said act on account of Section A of said project, which is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized) (Public Res. No. 11, 74th Cong.).

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 92+00 in the NE 1/4 of Sec. 7, T. 12 S., R. 4 W., and survey station 440+00 in Peoria in the NW 1/4 of Sec. 8, T. 13 S., R. 4 W., W.M.,

, length 6.573 miles, in Linn County, being Section A of Oregon U.S.Hwy.Prog.Hwy. project No. WPSO 263, consisting of 6.573 miles of roadway and no bridges, ~~none~~ of more than 20 feet clear span, known ~~of a mile in length~~ locally as the Corvallis - Harrisburg Road.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eighteen thousand, six hundred seventy-one and 40/100 dollars ($ 18,671.40), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of dollars ($ is), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance will be by the County of Linn, pursuant to its agreement of November 30, 1936, with the State Highway Department.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission.
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon U.S.Hks.Prog.Hwy. for the construction of a highway designated in the records of this Department as Project No. APSO 265-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 18,671.40 as the total estimated cost of said project, and the sum of $ 18,671.40 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] pro rata share of said total estimated cost.

Done at the city of Washington, this 9th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. D. Hoyt
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 S -4250

263

CROSS REFERENCE SHEET

Name or Subject Corvallis Jct.--Peoria Section **File No.**

Regarding Inquiry of Union Oil Company in regar. to contract #1791. **Date** April 2 & 3, 1936

SEE 261 #1791

Name or Subject **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE"

Library Bureau

Cat. No. 30-8902

For use in Library Bureau Filing Systems

263

March 11, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Corvallis Junction-Peoria Section, Project No. NPSO 263.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 20 1936
OREGON
STATE HIGHWAY COMMISSION

Post Office Building
Portland, Oreg.

IN YOUR REPLY PLEASE REFER TO

FILE NO. Oregon WPSO 263-A

February 19, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

407

Form 8-A-1 1500 10-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

263

OREGON STATE HIGHWAY COMMISSION

SALEM

January 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
O f f i c e

Dear Sir:

Herewith six copies of agreement signed by the Linn County Court, in which they agree to pay any items of cost in connection with the Corvallis Junction-Peoria Section of the Corvallis-Harrisburg Road which may be incurred by the state and can not be paid by the Federal Government. These are for execution by the Highway Commission.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

January 23, 1936

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Corvallis Junction-Peoria Section, Project No. WPSO 263.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. M. Nash/CS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. [illegible] 263

CORVALLIS JUNCTION-PEORIA SECTION OF THE

CORVALLIS-HARRISBURG COUNTY ROAD IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 2, 1936

2,400	cu. yds.	Mineral Aggregate in Place	$ 3.90	$ 9,360.00
148	tons	Cutback Asphalt in Place	27.00	3,996.00
134	tons	No. 3 Oil in Place	27.00	3,618.00
			Subtotal	$ 16,974.00
			10% Engr. & Cont.	1,697.40
			Total	$ 18,671.40

SEE

Length of Roadway	6.522 miles
" " 2 Bridges	.051 "
Total Length	6.573 "
Cost per mile	$ 28,406.20

Note: Oiling is to be constructed across bridges.

WPA Funds Requested- $ 18,671.40

Estimated Labor Required	9,000 man-hours
Cost of Labor	$ 5,500.00
Cost of Materials	$ 3,000.00

Funds for Maintenance: See Agreement executed by County November 21, 1935 and by Highway Commission November 27, 1935.

CROSS REFERENCE SHEET

Name or Subject #265 File No.

Regarding Transmitting copy of contract No. 1791 Date January 2, 1936

SEE

#261 #1791

Name or Subject File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE"

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CROSS REFERENCE SHEET

263

Name or Subject: Corvallis Junction-Peoria Section Corvallis-Harrisburg Highway.

File No.

Regarding: Transmittal of contracts to contractor.

Date: December 5, 1935

SEE

261

#1791

Name or Subject

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE"

Library Bureau

Cat. No. 30-[illegible]

For use in Library Bureau Filing Systems

263

December 2, 1935

Mr. Edwin C. Gerber,
Route 2,
Oregon City, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission, at its meeting held on Saturday, November 30, 1935, awarded to you the contract for the oiling of the Byerley Corner-Bethel Section of the Lincoln-Ballston County Road in Polk County and the Corvallis-Junction-Peoria Section of the Corvallis-Harrisburg County Road in Linn County. This awarded was based on your bid of $33,353.50, using road oil.

You may consider this letter as your authority and our request to start your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HHG:MC Secretary

cc - S. H. Probert
W. E. Chandler

November 30, 1935

Mr. H. E. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Highway Projects Nos. WPSO 251 and WPSO 263, the Eyerly Corner-Bethel Section of Lincoln-Ballston County Road and the Corvallis Junction-Fourin Section of the Corvallis-Harrisburg County Road, to Edwin O. Garber, Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 25, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on November 19, 1935, approved the project statement for Oregon U.S.Works Program project WPS 263, involving the improvement of 6.573 miles of the Corvallis-Harrisburg highway between a point in the NE 1/4 Section 7, T 12 S, R 4 W, W.M., and a point in the NW 1/4 Section 8, T 13 S, R 4 W, W.M., in Linn County.

Very truly yours,

W. H. LYNCH
District Engineer

November 15, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.A E. documents for Oregon U. S. Works Program Highway Project No. WPSO 263, the Corvallis Junction-Peoria Section of the Corvallis-Harrisburg County Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Approval of the title sheet as a plan sheet is subject to the furnishing, prior to final payment, of such additional detailed plans as are required by our Washington Office, and also to such reconstruction of the Owl Creek bridge as may be deemed necessary.

Copies of resolution by the county covering maintenance should be forwarded with the agreement estimate.

The estimate shows a gross length of 6.573 miles. As no equations are shown on the title sheet, we are unable to check this length from the information furnished by you, and additional information to support your figures are requested.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

November 15, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two copies of a statement giving certain information concerning the Corvallis Junction-Peoria Section, Project No. NPSO-263.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

STATE Oregon

PROJECT NO. FAS 263
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 6, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Corvallis Junction-Peoria Section, Corvallis-Harrisburg Co. Road
2. Between ~~control points of official descriptions~~ a point in N. E. ¼ Sec. 7, T. 12 S., R. 4 W. and a point in N. W. ¼, Sec. 8, T. 13 S., R. 4 W.

3. Between intermediate control points if used: _____ and _____

County of Linn

4. Length in miles (gross) 6.573 (net) 6.573

5. Preliminary estimate of cost: Total, $ 15,000; section of road to be first improved, $ 15,000, of which $ _____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: _____
(Amount.)

_____
(Source; refer to statute.)

(*b*) County _____
(Amount.) (Source; refer to statute.)

_____

8—3073

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date November 5, 1935.

Linn County. Federal Classification and Number WPA-263.

Name of section proposed for improvement Corvallis Junction-Peoria

located between Secondary Highway No. 210 East of Corvallis and Pacific Highway at Harrisburg on county road extending from Corvallis to Harrisburg.

Type of improvement proposed Oiled surfacing.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes, highly developed farming area.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes, improved county roads and primary and secondary highway.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes, present surface is gravel macadam.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, farm produce by truck.

6. Traffic density 269 passenger cars, 18 light trucks, 5 heavy trucks

7. How will proposed improvement be maintained? By county forces under agreement with State Highway Commission.

Linn County. Federal Classification and Number WPSO-263.

Name of section proposed for improvement Corvallis Junction-Peoria located between Secondary Highway No. 219 East of Corvallis and Pacific Highway at Harrisburg on county road extending from Corvallis to Harrisburg.

Type of improvement proposed Oiled surfacing.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes, highly developed farming area.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes, improved county roads and primary and secondary highway.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes, present surface is gravel macadam.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, farm produce by truck.

6. Traffic density 269 passenger cars, 18 light trucks, 5 heavy trucks

7. How will proposed improvement be maintained? By county forces under agreement with State Highway Commission.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

November 6, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Corvallis Junction-Peoria Section, Project No. WPSO 263.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

November 6, 1935

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for the Corvallis Junction-Peoria Section, Project Number WPSO 263.

Blueprint copies of the sketch map for this project were sent to you yesterday.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HE

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 263

CORVALLIS JUNCTION-PEORIA SECTION OF THE

CORVALLIS-HARRISBURG COUNTY ROAD IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 6, 1935

2,400	cu. yds.	Mineral Aggregate in Place	$ 3.00	$ 7,200.00
148	tons	Cutback Asphalt in Place	30.00	4,440.00
134	tons	No. 3 Oil in Place	30.00	4,020.00
159	tons	Tar in Place	28.00	(Alternate)
			Subtotal	$ 15,660.00
			10% Engr. & Cont.	1,566.00
			Total	$ 17,226.00

Length of Roadway	6.522 miles
" " 2 Bridges	.051 mile
Total Length	6.573 miles
Cost per mile	$ 2,620.72

Note: Oiling is to be constructed across bridges.

WPSO Funds Requested- $ 17,226.00

Estimated Labor Required	9,000 man-hours
Cost of Labor	$ 5,500.00
Cost of Materials	$ 5,000.00

November 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five blueprint copies of project statement map for the Corvallis Junction-Peoria Section, Corvallis-Harrisburg County Road in Linn County.

The project agreement papers for this project will be sent to you tomorrow. It is proposed to assign number WPSD 263 to the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bath/EH

Encl.

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

CORVALLIS JCT.-PEORIA SECTION

CORVALLIS-HARRISBURG COUNTY ROAD

LINN COUNTY

PROJECT No. WP 30-258

Scale 1" = 1000'

R. 5 W.

R. 4 W.

CONTRACT# [redacted] 1792 [redacted]

23-1202 Cario-Adrian Rock Production
1935

#1772

23-1204

March 25, 1936

National Surety Corporation
W. B. Gilham, Agent
Corbett Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1792, for the construction of the Cairo-Nyssa and Nyssa-Adrian Section of the Old Oregon Trail and Jordan Valley Secondary Highways in Malheur County, has been completed by the contractors, Quinn-Robbins Co., and that final settlement will be made by the State with said contractors for work done under this contract, on or after April 4, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $10,844.95, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JMcCR

23-1202

February 27, 1936

National Surety Corporation
W. B. Gilham, Agent
Corbett Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Quinn-Robbins Co., Inc., on contract No. 1792, for the construction of the Cairo-Nyssa and Nyssa-Adrian Section of the Old Oregon Trail and Jordan Valley Secondary Highways, in Malheur County.

This payment will be made on or after March 7, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:CE

Form 838—6M—2-35

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 15, 1936

Section Cairo-Nyssa & Nyssa-Adrian
Kind of work Rock Production
Highway Old Oregon Trail & Jordan Valley
Section prefix 23-1202
Contractor Quinn Robbins Co Inc
Contract number 1792
Date of contract November 30, 1935
Date of completion June 30, 1936
Date work started Dec 12, 1935
Estimated date of completion Feb 11, 1936
Amount of contract $ 9659 09
Per cent of time elapsed 34 %
Estimated cost of completed project, exclusive of engineering $ 10359 00
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $ 525-00, ... %
Date project was completed Feb 11, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The remainder of the 1¼-¾" material was crushed and stockpiled Monday. The contractor finished up the stockpiles Tuesday the 11th.

The weather has been unsettled with snow and considerable wind.

The semi final estimate will be finished and submitted next week.

Signed H J Miller

Address Huntington Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			7100		
Estimated quantities moved or placed to date			7000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			3		
Hours per shift			8		
Average force on project for week			6		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Snow		All work finished today.
Wednesday	Rain & Snow		
Thursday	Cloudy		
Friday	Warm		
Saturday	Cloudy		

23-1202

January 22, 1936

Quinn-Robbins Co., Inc.
318 Noble Bldg.
Boise, Idaho

Dear Sirs:

By express we are forwarding to you a fully executed copy of contract # 1792 awarded to you on November 30, 1935 for furnishing 7,000 Cu. Yds. crushed gravel in stockpile on Old Oregon Trail and Jordan Valley Secondary Highway in Malheur County in the Cairo-Nyssa and Nyssa-Adrian section.

This copy is being sent to you since you appear as surety on the bond, and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

23-1202

January 2, 1936.

Mr. W. B. Gilham
Resident Manager
National Surety Corporation
523 Corbett Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 31, concerning Quinn-Robbins Company, Inc., Contract No. 1792, Cairo-Nyssa and Nyssa-Adrian Section in Malheur County.

We have again presented this contract bond to the State Insurance Commissioner, together with the power of Attorney-in-Fact for Mr. L. W. Ensign, and have been advised that the bond cannot be approved until the proper fee has been paid.

Will you kindly have this matter attended to at your early convenience so that we may secure approval of the bond by the State Insurance Commissioner.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MM:CE

NATIONAL SURETY CORPORATION

NEW YORK, N.Y.

VINCENT CULLEN
PRESIDENT

PORTLAND BRANCH OFFICE
W. B. GILHAM — ROBERT WHYTE
RESIDENT MANAGERS
523 CORBETT BLDG.
PORTLAND, OREGON
PHONE AT. 2191

RECEIVED
JAN 1
OREGON

December 31st, 1935.

Attention: H. B. Glaisyer - Secretary

Oregon State Highway Commission,
Salem, Oregon.

RE: QUINN-ROBBINS CO. INC.

Gentlemen:

We are sending to you by express four copies of Contract No. 1792, Cairo-Nyssa and Nyssa-Adrian Sections of the Old Oregon Trail and Jordan Valley Secondary Highway in Malheur County.

We are attaching hereto certified copy of Power of Attorney authorizing L. W. Ensign to execute bonds behalf the National Surety Corporation as Attorney-in-Fact.

The bond mentioned in your letter of December 23rd, addressed to Quinn-Robbins Co. Inc., was duly executed by an authorized Attorney-in-Fact of the National Surety Corporation and was countersigned in the State of Oregon in compliance with the Oregon Resident Agency Law.

If there is any further question about this particular bond, please telephone the writer collect, ATwater 2191, Portland, Oregon.

Wishing you a Happy New Year, we remain

Yours very truly,

W. B. Gilham,

WBG:VR

RESIDENT MANAGER

23-1202

December 23, 1935.

Quinn-Robbins Co., Inc.
318-319 Noble Building
Boise, Idaho

Gentlemen:

We are returning to you by express four (4) copies of Contract No. 1732, Cairo-Nyssa and Nyssa-Adrian Sections of the Old Oregon Trail and Jordan Valley Secondary Highway in Malheur County.

You are advised that before this contract will be acceptable it will be necessary for Mr. Harold Quinn, Secretary of the Corporation to sign on both the agreement and bond page of each copy. It will also be necessary for each copy of the bond to be signed by an authorized Attorney-In-Fact for the National Surety Corporation, as the State Insurance Commissioner has advised that Mr. P. W. Ensign does not have this authority in this State.

When this has been done, please return the copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:CE

22-1202

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.
December 19, 1935

Quinn-Robbins Company,
Boise, Idaho

Tom Lillebo,
Reedsport, Oregon

A. S. Wallace,
Roseburg, Oregon

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We are attaching forms which we would very much appreciate your filling out and returning to us, covering jobs recently awarded the above contractors, as follows:

Quinn-Robbins Co.	- Crushed gravel in stockpiles Malheur County Cairo-Adrian Rock Production Project	23-1202
Tom Lillebo	- Construction bridge and grading and surfacing in Grant County	260
A. S. Wallace	- Crushed rock in stock piles Union County Hot Lake-Bidwell Hill Rock Production Project	31-1201

We enclose self-addressed envelope, and wish to thank you for this courtesy, which will assist us in completing our records on these jobs.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian
District Sales Manager

By J. Jacobson
District Credit Man

EBG:DH
Attach

NRA MEMBER U.S. WE DO OUR PART

23-1202

November 14, 1955

Mr. H. G. Smith
Construction Engineer
Office

Dear Sirs

The State Highway Commission at its last meeting approved the contracting of the seven thousand cubic yard crushed rock project for the Cairo-Wyssa Section of the Old Oregon Trail and the Jordan Valley Secondary Highway, at a total estimated cost of approximately $15,175, of which $6000 you advise is to be charged to the secondary highway.

Very truly yours,

State Highway Engineer

HSG:NEL

cc - J N Bishop

RM A-A-1 38378 2M 6-36

COMMISSIONERS
HENRY L. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 4, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Authority of the commission is requested to contract over seven thousand cubic yards of crushed gravel and place it in stock piles on the Cairo-Nyssa section of the Old Oregon Trail and the Jordan Valley Secondary highway. The total cost of these materials is estimated to be fifteen thousand one hundred and seventy-five dollars ($15,175), of which approximately six thousand dollars ($6,000) will be charged to the secondary highway, and this project has the approval of Mr. Bishop, Maintenance Engineer.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

...ABELL, CHAIRMAN, PORTLAND
...ALDRICH, PENDLETON
EARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 4, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Authority of the commission is requested to contract over seven thousand cubic yards of crushed gravel and place it in stock piles on the Cairo-Nyssa section of the Old Oregon Trail and the Jordan Valley Secondary highway. The total cost of these materials is estimated to be fifteen thousand one hundred and seventy-five dollars ($15,175), of which approximately six thousand dollars ($6,000) will be charged to the secondary highway, and this project has the approval of Mr. Bishop, Maintenance Engineer.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

FORM S-M-1 85806 500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. CLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

20-1202

RECEIVED
NOV 1 1935
OREGON
STATE HIGHWAY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 31, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. J. N. Bishop, Maintenance Engineer

Dear Sir:

I am enclosing herewith special provisions, estimate of cost and sketch map covering the furnishing of crushed gravel in stock pile on the Cairo-Nyssa Section of the Old Oregon Trail and Nyssa-Adrian Section of the Jordan Valley Secondary Highway.

Maintenance materials on these two sections are exhausted and it will be necessary to manufacture maintenance materials prior to the beginning of the 1936 oiling season. I will, therefore, appreciate your approval of the project and making necessary arrangements to have the construction department place the project under contract not later than January 2, if possible.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
e c.

cc R. H. Baldock
H. G. Smith

CONTRACT# 1793 SEE: CONTRACT# 1791

952

1793 SEE: Contract 1791

CONTRACT 1793

WPSS 265 Silverton-Silver Creek Falls Sec., Silver Cr. Falls Secon. Hwy. 1935

1793

#1793
X

RECEIVED
JAN 4 1937
FOR FILING
265

January 2, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1795 for the construction of the Silverton-Silver Creek Falls Section of the Silver Creek Falls Secondary Highway in Marion County has been completed by the contractors, R. O. Dail and Warren Bros. inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after January 12, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $82,116.55, including the final payment. Of this amount $208.04 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 19 1936
FEE WILLIS

265

CC

X #1793

December 18, 1936

United States Fidelity & Guaranty Company
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to B. O. Dail & Warren Bros. Inc., in connection with Contract No. 1793, for the construction of the Silverton-Silver Creek Falls Section of the Silver Creek Falls Secondary Highway in Marion County. This payment will be made on or after December 28, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

RECEIVED
DEC 17 1936
FOR FILING

265

#1893

December 17, 1936

Great American Indemnity Company
Harvey Wells Insurance Agency, Agents
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chas. H. Leonard, contractor, in connection with Contract No. 1893, for the construction of the Dayton-Foster Ranch Section of the Salem-Dayton Secondary Highway in Yamhill County. This payment will be made on or after December 26, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

CE

Form 388—5M—7-36

265

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
DEC 7 - 1936
DIVISION ENGINEER
DIVISION NO. 2

For Week Ending December 5, 1936

Section Silverton-Silver Creek Falls — *Kind of work* Resurfacing & Oiling

Highway Silver Creek Falls Secondary — *Section prefix* 124-1007; WPSS 265

Contractor R. O. Dail & Warren Bros; Inc. — *Contract number* 1793

Date of contract Nov. 30, 1935 — *Date of completion* Sept. 30, 1936

Date work started Dec. 16, 1935 — *Estimated date of completion* ..., 193...

Amount of contract . . . . . $ 53,247.00 — *Per cent of time elapsed* 100. %

Estimated cost of completed project, exclusive of engineering . . . . . $ 62,116.50

Per cent of contract completed, based on total contract price . . . . . 100. %

Engineering cost to date, $ 2984.00, 4.80 % — *Date project was completed* Sept. 30, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this section completed. Semi Final Estimate has been completed except for completion of Emp. Form 38. This will be completed as soon as possible and Semi Final Estimate submitted.

NOTED
H. W. [illegible]

RECEIVED
DEC 7 - 1936

Signed H. S. Stuart

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM ..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

265

July 29, 1936

R. G. Dail & Warren Bros., Contractors
Route No. 1
Sublimity, Oregon

Attention: C. L. Sing

Gentlemen:

In reply to your letter of July 24th, this will advise that deductions from pay rolls for hospitalization and medical service can not be made on the Silverton-Silver Creek Falls Project for the reason that they are prohibited by the federal regulations applicable to that project. 265

On the Rocky Point School-South Falls Project, a state project, pay roll deductions for hospitalization and medical service may be made, provided the amounts of the deductions are "reasonable" as required by state law. The charge of $2.00 per month, less the one cent per day deducted for state industrial accident insurance, which is the charge made by the National Hospital Association, is generally considered to be a reasonable charge. 124-1011

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:ER

PHONE_____

R. O. DAIL

GENERAL CONTRACTOR

ABERDEEN, WASH.

Rt. 1, Sublimity, Oregon

July 24, 1936

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have signed an agreement with the National Hospital Association of Portland, Oregon and we want to know if we can deduct two dollars ($2.00) per month from each man's salary. Most of the men want this protection but we want to know if we can make it compulsory.

Please advise us of this right away as we should know by the first of the month.

Yours very truly,
R. O. DAIL & WARREN BROS.
By C. L. Sims

Salem Sub. to Salem.
State Prison Farm, Salem, Sub. to Salem.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREGON

July 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to intermediate voucher for Oregon WPSS 265-A, covering period from May 16, 1936, to June 15, 1936, submitted in amount of $4,060.62.

We are recommending the voucher in the amount submitted, but note that previous payments on this voucher are given as $18,688.00, while the correct figure is $18,668.00. This will change the total amount claimed to $22,728.62, which is the amount that should be shown as the previous payments on the next voucher submitted for this project.

Very truly yours,

W. H. LYNCH
District Engineer

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
MAY 26 1936
STATE HIGH
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 266

May 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

May 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

During an inspection in April of Oregon Works Program Highway project WPSS 265, the Silverton-Silver Creek Falls section of the Silver Creek Falls Highway, it was noted that the surfacing then in place on the road was in a very loose condition. This condition was called to the attention of your engineers, and also the fact that the unsatisfactory condition was due to failure to require the watering and rolling provided for in the standard specifications.

At the time of inspection in April, our representative was assured that sprinkling, proper manipulation of the surfacing by blading, and rolling would be required. An inspection made on May 15th disclosed that rolling has not been performed and as a result, the surfacing is in a loose condition and the fines have become separated from the coarser material. While your engineers have advised that just prior to oiling, the surfacing is to be sprinkled and rolled, it appears doubtful if a compacted base can be secured without considerable work and probably the addition of more fines.

We would suggest that this be called to the attention of your engineers, with the thought that the base should be well compacted before oiling is permitted.

Very truly yours,

W. H. LYNCH
District Engineer

(May 20. Original referred to H. G. Smith to prepare answer)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPSS 265

POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Trs

ER-A4pr-1247

Form P. R. 2

State Oregon

U.S.Bks.Prog. Highway

Project No. WPSS 265

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of March, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 6th day of November, 1935, a project statement, which was approved by the Secretary on the 19th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 1a of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-eight thousand, five hundred seventy-one and 70/100

dollars ($ 58,571.70) as the share of the United States payable under said act on account of Section 1a of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized) (Public Res. No. 11, 74th Cong.).

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 52+00 in the SW 1/4 of Sec. 1, T. 7 S., R. 1 W., and survey station 105+00 in the N 1/2 of Sec. 14, T. 8 S., R. 1 E., W.M. (excepting therefrom the Silver Creek Bridge, 0.019 of a mile in length),

, length 13.672 miles, in Marion County, being ~~Section~~ ~~xxx~~ Oregon U.S.Hks.Prog.Hwy. project No. HPSS 265, consisting of 13.678 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~otherwise than as~~ locally as the Silver Creek Falls Highway.

S—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [redacted] of said project shall not in any event exceed the sum of fifty-eight thousand, five hundred seventy-one and 70/100 dollars ($ 58,571.70), certified to the Secretary of the Treasury as above mentioned, which [redacted] dollars ([redacted] 18 [redacted]) the approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1917, and Chap. 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E. B. Dedrick

Member, State Highway Commission
(Title of officer)

By H. L. Lovelle

Member, State Highway Commission.
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. Y. Hoyt

Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon

for the construction of a highway designated in the records of this Department as Project No. U.S.Wks.Prog.Hwy. 1 WPSS 265, Oregon.

State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 58,571.70

as the total estimated cost of said project, and the sum of $ 58,571.70 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 9th day of April

one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. D. Bollman

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 S 4839

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 20 1936
STATE HIGHWAY COMMISSION

OREGON POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon WPSS 265

February 19, 1936

Mr. H. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

265

January 24, 1936

Mr. C. E. Wilson, Manager
Chamber of Commerce
Salem, Oregon

Dear Sir:

The inclosed map has indicated on it in black ink the section of the Silver Creek Falls Road to be oiled. The completion date of the contract is September 30.

Very truly yours,

State Highway Engineer

RHB:HI

CHAMBER OF COMMERCE

SALEM, OREGON

January 7th, 1940

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

I have been asked several times about the oiled road to the Silver [illegible] from Riverton.

The main question asked now is just about when will the road be oiled and completed and ready for travel.

I will get out in a few days our new Silver Creek Falls folder and would like to state in that just about when the road will be ready.

Very truly yours,

C. L. Wilson, Manager
Chamber of Commerce

THIS PAPER IS MANUFACTURED IN SALEM, OREGON

January 24, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Silverton-Silver Creek Falls Section, Project No. WPSS 263.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probart
Office Engineer

Dict. by S. H. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPES 265

ALLEGANY-SILVER CREEK FALLS SECTION OF THE SILVER CREEK FALLS HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 20, 1935

13,700	cu. yds.	Crushed Rock Surfacing	$ 1.60	$ 21,920.00
600	cu. yds.	Filler	0.40	240.00
600	yd. mi.	Hauling Filler	0.14	84.00
500	M-Gal.	Sprinkling	2.00	1,000.00
5,000	cu. yds.	Mineral Aggregate in Place	2.95	14,750.00
310	tons	Emulsified or Cutback Asphalt in Place	25.50	7,905.00
334	tons	Tar in Place	22.00	7,348.00
		Subtotal		$ 53,247.00
		10% Engr. & Cont.		5,324.70
		Total		$ 58,571.70

Length of Roadwork	13.672 miles
" " 1 Bridge	.019 "
Total Length	13.691 "
Cost per mile	$ 4,240.06

WPES Funds Requested- $ 58,571.70

Estimated Labor Required	33,000 man-hours
Cost of Labor	$ 21,000
Cost of Materials	$ 10,000

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 248, Laws 1931
State Funds for Maint: Chap. 41, Laws 1917; Chap. 248, Laws 1931

265

January 2, 1936

R. O. Dull & Warren Bros., Inc.,
Third & Parks Street,
Aberdeen, Washington.

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 1793 which was awarded to you on November 30, 1935, for resurfacing and oiling on the Silverton-Silver Creek Falls Section of the Silver Creek Falls Secondary Highway in Marion County.

This copy is for your records and files.

Yours very truly,

Secretary

D

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
December 12, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Boardman,
Parks Engineer,
Salem, Ore.

Attention - Mr. Langelle.

Dear Sirs.

In answer to your request for information concerning levels on the Silver Creek Falls Secondary Highway, please be advised that the County ran a closed circuit from a U.S.G.S. bench mark at Shaw around through Silverton closing on U.S.G.S. bench mark southwest of Silverton. Profile of the line from Silverton to North Falls showing the bench marks set are being sent you herewith. It is probable that you could obtain information on those set from North Falls to Shaw from the County Engineer.

Also this line was run before final U.S.C. & G.S. adjustment was made so that elevations may be a few tenths out. A check on this can be made by tieing the line to U.S.C. & G.S. marks in Silverton, description and elevations of which are being forwarded herewith. Such ties should be made to marks set in trees, those in fence post or power and telephone poles being disregarded.

Please furnish this office with descriptions and notes of determination of elevations of any permanent bench marks you may set in the Silver Falls area.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H.W.Libby
H
CC to
R.H.Baldock ✓
W.E.Chandler
F.D.Eason
L. A. McArthur
Hedda Swart

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Highway Project No. WPSS 265, the Silverton-Silver Creek Falls Section of the Silver Creek Falls Secondary Highway, to R. O. Dale and Warren Bros., Aberdeen, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

265

November 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

The bid proposals sent to you for the Silverton-Silver Creek Falls Section, Project No. WPSS 265, erroneously contained a provision, that the penalty per day for liquidated damages in case of failure to complete the work as specified, is to be $50.00 per day. Please change this amount to be $100.00 per day.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 22, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on November 19, 1935, approved the project statement for Oregon U. S. Works Program Project No. WPS 265, involving the improvement of 13.7 miles of the Silverton-Silver Falls State Park Highway, between a point in Section 1, T. 7 S., R. 1 W., W.M., and a point in Section 14, T. 8 S., R. 1 E., W.M., in Marion County.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The project statement and P.S.& E. documents for Oregon U.S.Works Program Highway project WPSS 265, Silverton-Silver Creek Falls section of the Silver Creek Falls Highway, have today been recommended for approval. This is your authority for advertising for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award will be withheld pending approval of the project statement.

Approval of the title sheet as plans is subject to the furnishing, prior to final payment, of such additional detailed plans as are required by our Washington Office. Approval is also conditioned upon extending the Winter Creek culvert to adequate length.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

November 15, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The project statement and P.S.& E. documents for Oregon W.P.A. Works Program Highway project WPHS 865, Silverton-Silver Creek Falls section of the Silver Creek Falls Highway, have today been recommended for approval. This is your authority for advertising for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award will be withheld pending approval of the project statement.

Approval of the title sheet as plans is subject to the furnishing, prior to final payment, of such additional detailed plans as are required by our Washington Office. Approval is also conditioned upon extending the Winter Creek culvert to adequate length.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

November 12, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the Silverton-Silver Creek Falls Section, Project No. NPSS 265.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSS 265

SALEM-SILVER CREEK FALLS SECTION OF THE SILVER CREEK FALLS HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, November 12, 1935

13,700	cu. yds.	Crushed Rock Surfacing	$ 1.75	$ 23,975.00
600	cu. yds.	Filler	0.40	240.00
600	yd. mi.	Hauling Filler	0.15	90.00
500	M-Gal.	Sprinkling	1.50	750.00
5,000	cu. yds.	Mineral Aggregate in Place	2.75	13,750.00
340	tons	Emulsified or Cutback Asphalt in Place	28.00	8,680.00
280	tons	No. 3 Oil in Place	28.00	7,840.00
334	tons	Tar in Place	25.00	(Alternate)
			Subtotal	$ 55,325.00
			10% Engr. & Cont.	5,532.50
			Total	$ 60,857.50

Length of Roadwork	13.672 miles
" " 1 Bridge	.019 mile
Total Length	13.691 miles
Cost per mile	$ 4,443.07

WPSS Funds Requested- $ 60,857.50

Estimated Labor Required	33,000 man-hours
Cost of Labor	$ 21,000
Cost of Materials	$ 10,000

November 6, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed five copies of project statement for the Silverton-Silver Creek Falls Section, to which has been assigned Project No. WPSS 265.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. H. Prebert
Office Engineer

Dict. by J. W. Nash/HE

Encl.

STATE Oregon

PROJECT NO. [illegible] 265
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 6, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Silverton-Silver Creek Falls Section, Silver Creek Falls Hwy.

2. Between ~~central points of official description~~: a point in S. W. ¼ Sec. 1, T. 7 S., R. 1 W. and a point on center line of N. ½ Sec. 14, T. 8 S., R. 1 E.

3. Between intermediate control points if used: _____ and _____

County of Marion

4. Length in miles (gross) 13.7 (net) 13.7

5. Preliminary estimate of cost: Total, $ 60,000; section of road to be first improved, $ 60,000, of which $ - - is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: _____ (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931. (Source; refer to statute.)

(b) County _____ (Amount.) (Source; refer to statute.)

_____

7. Funds for maintenance to be provided by State or County, from the following
(State or (and)county.)
sources: Chap. 173, laws 1917; Chap. 31, laws 1930; Chap. 266, laws 1931.
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By As Chairman
(Title of officer.)

By As Commissioner
(Title of officer.)

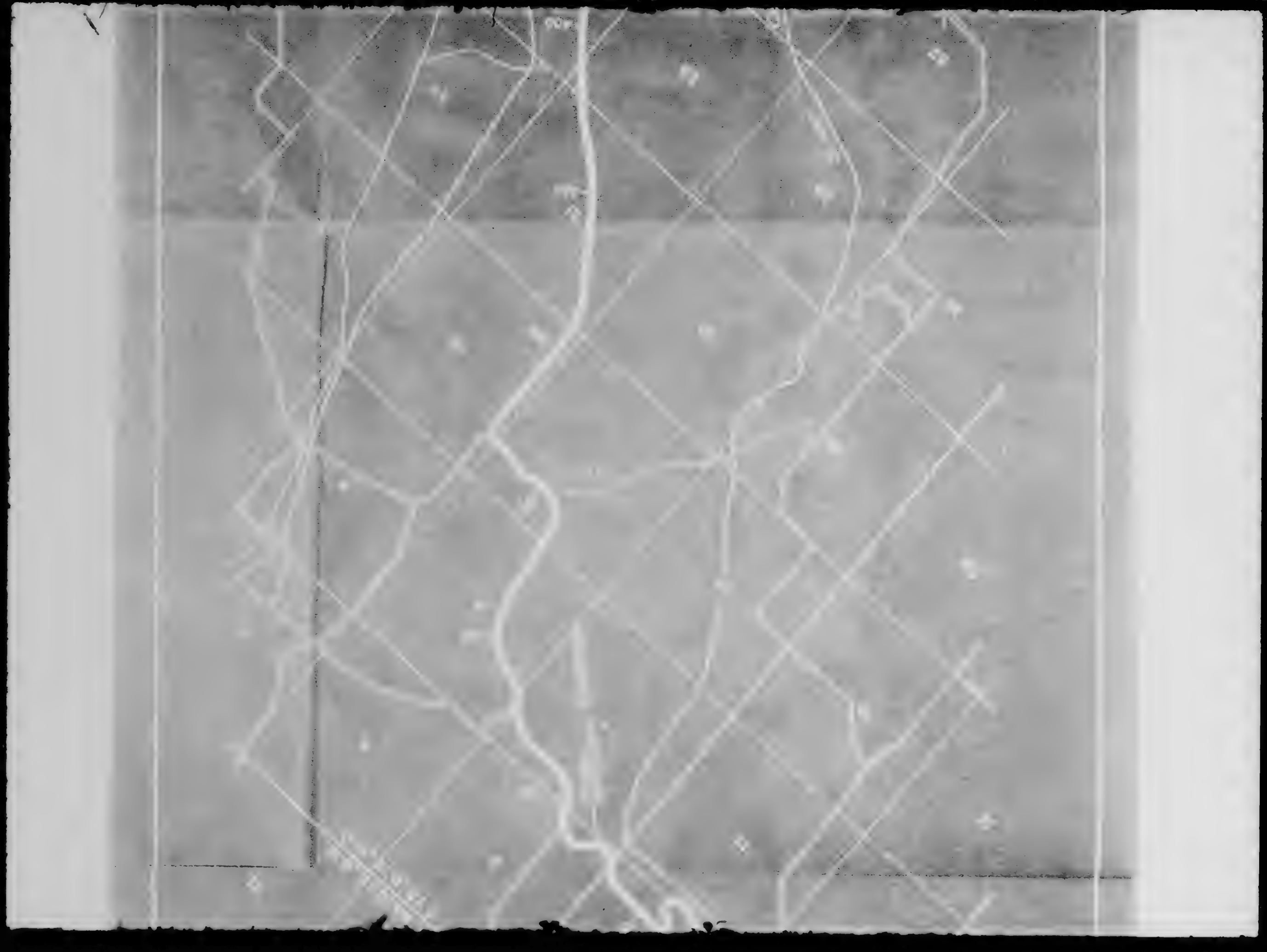
By As Commissioner
(Title of officer.)

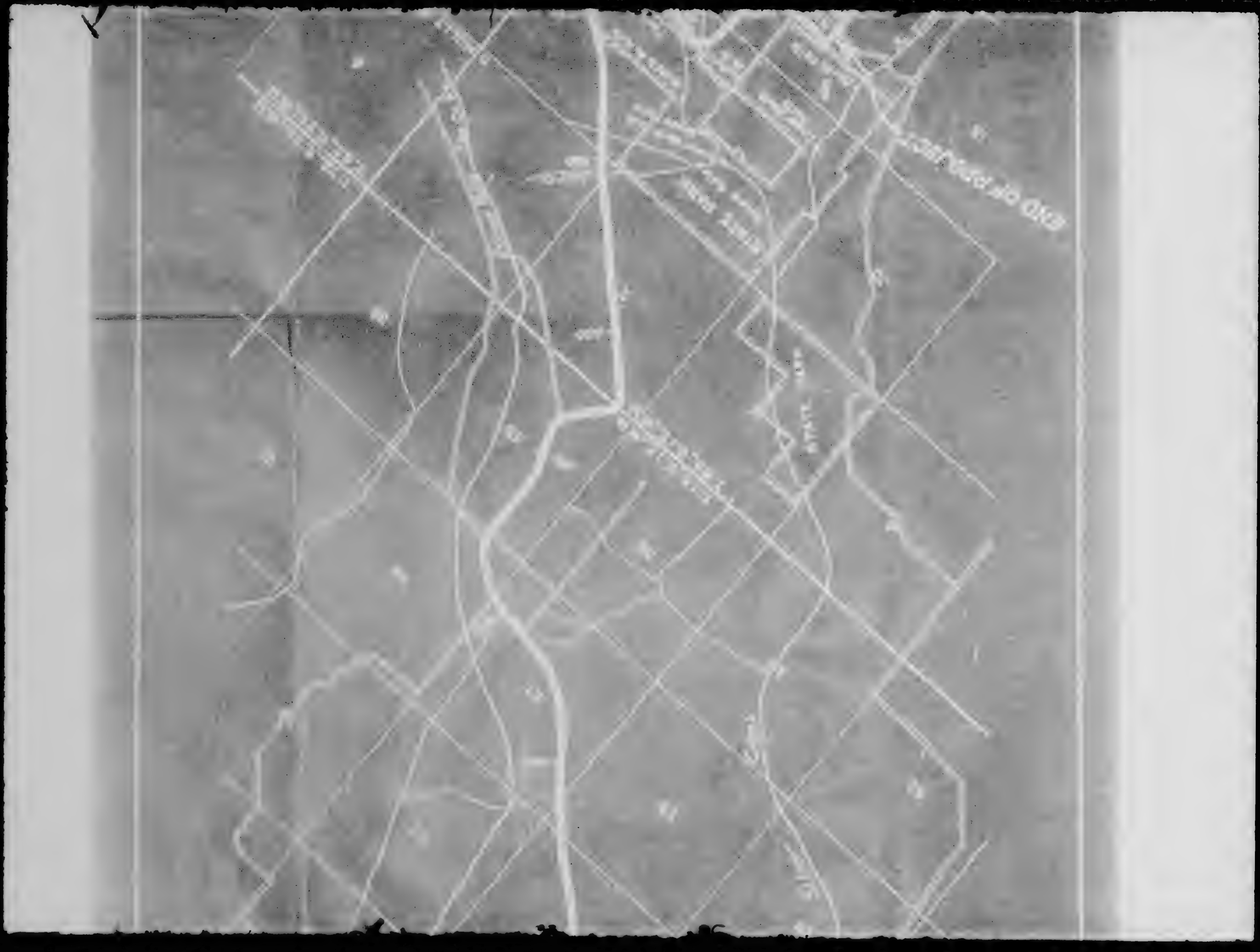
SILVERTON - SILVER CR. FALLS SECTION

SILVER CR. FALLS Highway

MARION County

PROJECT No. WPSS-815





Little Miami R.
Mill Creek
Ohio R.
Mill Creek
Cincinnati
Deer Park
Silver Grove
Newport
Bellevue
Dayton
Hamilton
Middletown
Lebanon
Springfield
Columbus
Zanesville
Wheeling
Pittsburg
Cleveland
Sandusky
Toledo
Detroit
Chicago
Louisville
Frankfort
Lexington
Maysville
Portsmouth
Ironton
Guyandotte
Charleston
Point Pleasant
Gallipolis
Parkersburg
Marietta
Athens
Chillicothe
Zanesville
Wheeling
Pittsburg
Cleveland
Sandusky
Toledo
Detroit
Chicago
Louisville
Frankfort
Lexington
Maysville
Portsmouth
Ironton
Guyandotte
Charleston
Point Pleasant
Gallipolis
Parkersburg
Marietta
Athens
Chillicothe

FORM S-S-1 25400 500 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

265

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

SALEM

October 15, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

NOTED

State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Attached are data for special provisions for the proposed Silverton-Silver Creek Falls rocking and oiling project, together with maps and profiles of the original county surveys. These maps and profiles as submitted cover the line from Silverton to the North Falls only. We have been unable to locate in the county records either map or profile of the constructed road from the North Falls to the South Falls, a distance of 1.2 miles.

If it is desired to include this section in the project, as is indicated and provided for in the attached provisions and estimate, it will be necessary to make a field survey, running a traverse of the present road and taking levels in order to make up Federal Aid plans as required. This could be done by a small party within a week's time.

This project, for which the estimate is made up from Silverton to the South Falls, covers a distance of 14 miles. The road is in fairly good condition as to base. However, additional surfacing material is provided to assure a more stable foundation for the oil mat. If, as you suggested, you might wish to experiment with the process or plant-mixed, emulsified, stabilized subbase, the cost would exceed the set-up. The plant mix plan would seem more applicable to this project, since the present base is quite well compacted. Specifications from the Bitumuls Company covering both plans of stabilization are attached hereto.

The rock in the old quarry mentioned is very excellent basalt dice rock, which was used in previous surfacing work on this highway. We should, of course, get an option for its use, so that all contractors will have the same opportunity to take rock therefrom. The attached estimate, covering additional surfacing to the amount of approximately 800 yards to the mile, plus an O-9 oil specification with 10 per cent added, totals $59,647.00. The set up for the project is $60,000.00.

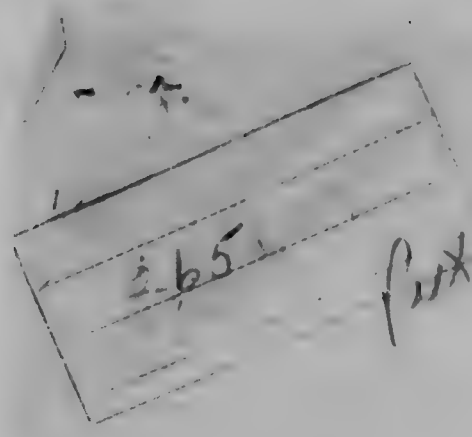
Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock



ESTIMATED COST TO OIL

SILVER CREEK FALLS LOOP

SECONDARY HIGHWAY NO. 163

MARION COUNTY

Total length of unoiled section- - - - - - - - 23.25 miles

Cost to Oil Section from
Silverton to South Silver Creek Falls

13.4 miles resurfacing at $4,000 per mile- - -	$53,600.00
13.4 miles O-11 at $2,100 per mile - - - - - -	28,140.00
	$81,740.00

Cost to Oil Section from
South Silver Creek Falls to End of Pavement
Four Miles North of Sublimity

9.9 miles resurfacing at $4,000 per mile - - -	$39,600.00
9.9 miles O-11 at $2,100 per mile- - - - - - -	20,790.00
	$60,390.00
Total cost, both sections- - - - - -	$142,130.00

CONTRACT# 1794

WPGS 257 O.W.R. & N. Co. Undercrossing 1935
162nd Ave. (Barker Road)

1794

RECEIVED
JUL 31 1944
FOR FILING

FA 257-4

July 24, 1944

Mr. T. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter under date of July 3 requesting the State Highway Department to bring to the attention of Multnomah County officials certain conditions that were observed during the maintenance inspection of Oregon FAP 257-A, 162nd Avenue-Bartley Road Undercrossing in Multnomah County, by a representative of the Public Roads Administration on June 2.

This Department advanced a letter to the office of the Roadmaster of Multnomah County under date of July 11 calling their attention to the conditions observed during the maintenance inspection, and we have received a letter from Mr. George W. Buck, Roadmaster, as follows:

"Referring to your letter of July 11 in regard to property owners cutting curb on 162nd Avenue undercrossing, beg to advise that we did not consider the property owners adjacent to that road were not entitled to make an entrance into their property. However, the traffic across the footpath which is practically never used is broken to some extent and we will arrange to have the curb carried around the footpath, and the entrance made acceptable to the Public Roads Administration."

Very truly yours,

H. H. Baldock
State Highway Engineer

RECEIVED
JUL 14 1944
FOR FILING

July 11, 1944

Mr. George W. Buck
County Roadmaster of Multnomah County
Portland, Oregon

Dear Mr. Buck:

This Department has received a letter under date of July 3 from the office of Mr. W. H. Lynch, District Engineer, Public Roads Administration in Portland advising that maintenance inspection by a representative of the Public Roads Administration was made on June 23 of Oregon FAP 257-A, 162nd Avenue-Barkley Road Undercrossing in Multnomah County.

The letter requests that it be brought to the attention of the county that the inspection disclosed that incident to the construction of a dwelling north of the underpass on the east side of the highway the concrete curb was broken out and the bituminous footpath broken up by hauling operations.

A letter from the Public Roads Administration states that it is probable that an agreement was made between the owner and the county providing for the construction of a paved driveway into the property. However, inasmuch as Multnomah County executed an agreement with the State Highway Commission that this project would be maintained to the satisfaction of the State Highway Department and the Federal Government, the Public Roads Administration requested that this matter be brought to the county's attention, and it would be much appreciated if you will advise this Department whether an agreement has been made with the property owner, and if not whether Multnomah County will repair the concrete curb and footpath.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

July 5, 1944

Mr. [illegible] Maddock
[illegible] Highway Engineer
Salem, Oregon

Dear Sir: Attention: Mr. Sam Huber, Assistant Chief Engineer

Maintenance inspection of roads on [illegible] Avenue-Parkdale [illegible] undercrossing in Multnomah County, was made on June 30.

The report of inspection states that incident to the construction of a dwelling north of the under-pass on the East side of the highway, the concrete curb has been roughly broken out and the bituminous footpath broken up by hauling operations. Although it is probable that agreement has already been made between the owner and the County providing for construction of a paved driveway into the property, it is desired that this condition be brought to the attention of Multnomah County.

Very truly yours,

[illegible] Lyson
District Engineer

[illegible] Andrews
Principal Highway Engineer

RECEIVED
JUL 5 1944
STATE OF OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 2 1938
FOR FILING
W Pg 2

August 31, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of June 21, 1938, concerning the 162nd Avenue Undercrossing, Project No. WPGS 257-A.

The Union Pacific Company advises as follows, concerning the exceptions taken on certain items of their bill:

"1. Mr. Warner checked some of the details of the plan and also made 5 or 6 trips to the site of the work. There was a shoofly over which the main line passenger trains operated in close proximity to the underpass and while the substructure was being constructed it was necessary for him to keep in close touch with the work, particularly when excavation was in progress. We had an inspector on the ground but the work at certain times required the presence of some one with the qualifications of a bridge engineer.

"2. The unit prices of material to be salvaged and returned to us (or amount of depreciation) was agreed upon by the State and the Railroad Company before work was started. These prices are set forth in the written agreement of December 28, 1935 and are the basis of bills submitted. For this reason appraisals were not made before work started and when completed, but the State checked the amount of material involved before bill was rendered.

"3. Sketch showing original and present locations of right of way fence is attached."

With reference to the use of additional stone ballast, this was not occasioned by either erroneous information furnished by the railway company or engineering error. The materials were used on those portions of the railway embankment which were backfilled after completion of the abutments for the undercrossing structure. After the track had been replaced, subsequent settlement of the new embankments required the use of additional ballast to maintain the track at its proper grade.

With reference to the truck hire for Western Union trucks, we have been advised by that company that the total mileage for their trucks was 224 miles. This Department is allowing the company a rate of $0.05 per mile, or $11.20 for the item.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

RECEIVED
SEP 2 1938
FOR FILING

RECEIVED
1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

August 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of June 21 with respect to the final voucher for Oregon U.S.Works Program Grade Crossing project WPGS 257-A, the 162d Avenue Undercrossing of the O.W.R.R. & N. track.

Since we can take no further action in connection with the final voucher until we receive your reply we are again bringing the matter to your attention.

Very truly yours,

W. H. LYNCH
District Engineer

By L. U. Caufield
L. U. Caufield
Highway Engineer

FORM 2-A-1 10M 1-38

RECEIVED
SEP 2 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

8115 N. Clarendon Ave.,
Portland, Oregon.
July 9, 1938.

Mr. G. S. Paxson,
Bridge Engineer, O.S.H.C.,
Salem, Oregon.

Re: Your letter of 6-23-1938 CAG:DK
162nd Ave. Grade Separation Project.

Dear Sir:

I see no reason for questioning Works Program General Memorandum #19 for 6% depreciation on a predetermined basis. The matter of depreciation is difficult to determine, 6% could be as easily accepted as 25%.

On the turn outs to the shoe fly track it was probably necessary to cut some full length rails. Most railroad companies would count short length rails as scrap worthy of ~~i~~ only the junk value for old steel.

The original Right of Way Fence, which was removed prior to my arrival on the job, undoubtably was brought in at right angles to the railroad fence line to cattle guards near the R/W line of the old highway at the grade crossing. As the new road is in a deep cut the fence line had to be removed back far enough to clear the grading operations. This fence was replaced with new materials and was brought in at right angles to the railroad fence line at the top of the cut to the edge of the handrail on the new bridge.

Without having the bill with the specific items as questioned, it is not possible for me to make a more accurate analysis than stated above.

Yours very truly,

J. T. Skelton

J.T. Skelton, Res. Br. Engr.

c.c. Mr. E. A. Collier
Mr. M. Stephenson

RECEIVED
SEP 21 1938
FOR FILING

Form 3010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

July 7,1938

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir: Attention Mr.Paxson

Yours June 23rd re underpass at N.E.162nd Ave,Portland:

Following is report on the three features mentioned in your letter:

1. Mr.Warner checked some of the details of the plan and also made 5 or 6 trips to the site of the work. There was a shoofly over which the main line passenger trains operated in close proximity to the underpass and while the substructure was being constructed it was necessary for him to keep in close touch with the work,particularly when excavation was in progress. We had an inspector on the ground but the work at certain times required the presence of some one with the qualifications of a bridge engineer.

(A)

2. The unit prices of material to be salvaged and returned to us (or amount of depreciation) was agreed upon by the State and the Railroad Company before work was started. These prices are set forth in the written agreement of December 28, 1935 and are the basis of bills submitted. For this reason appraisals were not made before work started and when completed, but the State checked the amount of material involved before bill was rendered.

3. Sketch showing original and present locations of right of way fence is attached.

Yours truly,

S MURRAY

RECEIVED
SEP 2 1938
FCR Fld 3

W.P.G.S. 257-A

RECEIVED
JUN 22 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon U. S. Works Program Grade Crossing project WPGS 257-A, the 162d Avenue Undercrossing of the O. W. RR & N. track.

Our field auditors have raised a number of questions in connection with the railroad and telegraph company bills, which will require disallowances unless satisfactory explanations are given.

The claim for $59.97 salary of H. D. Warner, architect and draftsman in the Portland office of the O. W. RR & N. Co., is questioned as it may be that his duties in connection with the project were administrative or supervisory.

Some track material was credited with salvage value of approximately 75% and no salvage credit was allowed on some. Inasmuch as Works Program General Memorandum No. 19 permits only 6% depreciation on a predetermined basis, the credits allowed appear too low. Will you please advise if actual appraisals before and after use of the material showed the values to be as given by the bill. The amount involved is about $100.

The charge for material in right of way fence appears to be ineligible as a replacement in kind. Freight on track and signal material should, we believe, be computed at 2.33 mills instead of 7 mills per ton-mile.

The labor charge on the Western Union bill was found to be made up of items aggregating $137.54 instead of $153.99.

Truck hire of Western Union trucks is ineligible, and an allowance on a mileage basis only can be made.

We believe the overrun in the item of stone ballast to be ineligible for Federal participation as it is our understanding that the additional material was used to bring the tracks at the ends of the structure up to grade. It appears that the cost of this material should have been charged to the railroad company if the company furnished the information as to its grade line, or absorbed by the State if required by reason of an engineering error.

Will you please furnish us copies of test reports for the tar used on this project?

Very truly yours,

W. H. Lynch
District Engineer

By: F. E. Andrews
Sr. Hwy. Engr.

215-104

RECEIVED
APR 26 1937
FOR FILING
257

April 24, 1937

Mr. Geo. H. Dent
County Auditor
Multnomah County
601 Court House
Portland, Oregon

Dear Sir:

Reference is made to your letter of April 17th, concerning bill from the Union Pacific Railroad Company for work done by them at the 102nd Avenue Undercrossing. This bill was paid by the Highway Department in December and claim has been made on the Bureau of Public Roads for reimbursement.

Very truly yours,

R. H. Baldock
State Highway Engineer

REFERRED TO
Mr. Patan
Multnomah County Engineer

Please give this your immediate attention and write a letter to Buck for my signature.

OFFICE OF THE ROADMASTER
601 COURT HOUSE

MULTNOMAH COUNTY
PORTLAND, OREGON

April 17, 1937.

GEO. W. BUCK
ROADMASTER
COUNTY ENGINEER

neer,

ain refer to my letter of November 10, 1936,
of bill from Union Pacific Railroad Company
hem in connection with the grade separation
ue.

In your letter of November 18th, you stated this bill was turned over to your resident engineer for checking, and I have heard nothing further about it.

It does not seem to me that we are acting properly in this matter in so far as the railroad company is concerned, as the bill was presented about six months ago.

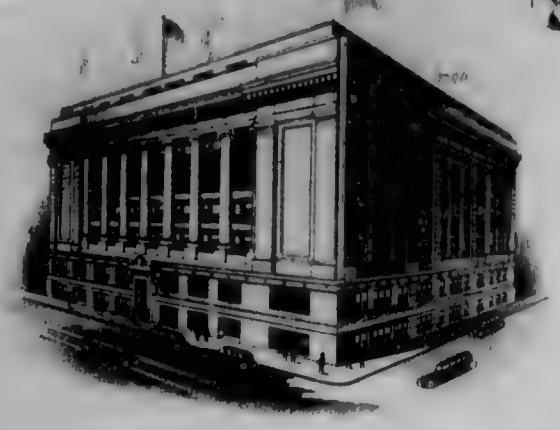
Very respectfully,

G W Buck

Roadmaster.

GWB:W

APR 22 1937



OFFICE OF THE ROADMASTER
601 COURT HOUSE

MULTNOMAH COUNTY

PORTLAND, OREGON

April 17, 1937.

GEO. W. BUCK
ROADMASTER
COUNTY ENGINEER

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I would again refer to my letter of November 10, 1936, transmitting copy of bill from Union Pacific Railroad Company for work done by them in connection with the grade separation at N.E. 162nd Avenue.

In your letter of November 18th, you stated this bill was turned over to your resident engineer for checking, and I have heard nothing further about it.

It does not seem to me that we are acting properly in this matter in so far as the railroad company is concerned, as the bill was presented about six months ago.

Very respectfully,

Geo W Buck

Roadmaster.

GWB:W

FORM E-1 SM 8-36

RECEIVED
SEP 2 1936
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 14, 1936

Mr. J. W. Nash,
Office

162nd AVENUE (BARKER ROAD) WPOS 257

Overruns and Underruns

Rounding Cut-banks was reduced from 2800 lineal feet to 2080 lineal feet. This item was over-estimated as all cut-banks on the project were rounded.

8" Sewer Pipe was increased from 100 lineal feet to 133 lineal feet.
12" Sewer Pipe was increased from 650 lineal feet to 931 lineal feet.
Concrete Catch Basins were increased from four to six.
The main sewer was extended with 12" pipe, sub-drainage placed, and two additional catch basins placed and connected to the sewer with 8" pipe to pick up springs in subgrade between Stations 27+00 and 30+00.

15" Sewer Pipe was increased from 350 lineal feet to 411 lineal feet by extending the discharge of the main sewer to a point at which the remaining outlet ditch would not be so deep as to constitute a hazard.

Salvaging Culvert Pipe was not required as the only piece of culvert pipe on the project was rusted so as to have no salvage value.

Gravel Ballast on Shoo-fly was increased from 300 cubic yards to 337.5 cubic yards by the addition of ballast to the soft sub-grade near the west end of the shoo-fly.

Stone Ballast was increased from 50 cubic yards to 79 cubic yards by the additional rock required to raise the track which had settled below the original grade.

Expansion Joints decreased from 400 lineal feet to 340 lineal feet. This item was over estimated, as all joints were placed as shown on plans.

Sand Cushion was decreased from 120 cubic yards to 72.5 cubic yards as less was required than anticipated to obtain a good cushion on the true, closely packed sub-grade of base gravel.

FORM 8

4" - 0" Materials in Sub-base was increased from 900 cubic yards to 1152 cubic yards. As this project was started during the winter, the heavy rains and freezing necessitated the use of extra material on the side roads to carry the traffic.

1-1/4" - 0" Rock Base was decreased from 600 cubic yards to 311.5 cubic yards. Less rock was required to prepare the side roads for the oil that was placed thereon than for the surfacing shown in the plans.

Filler was decreased from 100 cubic yards to 47.5 cubic yards.
Filler Haul was decreased from 100 cubic yards to 71.25 cubic yards.
The base material contained sufficient fines to sit up without the addition of the full amount of filler.

W. A. Reeves,
Office Engineer

RECEIVED
NOV 27 1936
PUBLIC...

#1794

257

November 25, 1936

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1794 for the construction of an undercrossing under the O. W. R. R. & N. Company tracks on 162nd Avenue in Multnomah County has been completed by the contractors, Edlefsen-Weygandt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 5, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $44,710.68, including the final payment. Of this amount $125.75 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
F...

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 257-A

POST OFFICE BUILDING
PORTLAND, OREGON

November 14, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGS Project No. 257-A, 162nd Avenue (Barker Road) Undercrossing of O.W.R.& N., Multnomah County, was made by a representative of this office on October 29, 1936.

Three copies of the construction agreement with the railway company, as requested in our letter of January 30, 1936, must be forwarded prior to recommendation of the final voucher, prompt submission of which will be appreciated.

Yours very truly,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Form 338—5M—5-36

257

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 10th. 1936, 193...

Section Underpass, OWRR & N Co. *Kind of work* Grading, Paving, and structure

Highway 162nd. Avenue, (Barker Road) *Section prefix* 226 - 1014; WPUS 257

Contractor Edlefsen - Weygandt Co. *Contract number* 1794

Date of contract Nov. 30th. 1936, 193... *Date of completion* Sept. 30th. 1936, 193...

Date work started Jan. 8th. 1936, 193... *Estimated date of completion* ----, 193...

Amount of contract . . . . . $ 44,580.50 *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 44,580.50

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1850.00, ...% *Date project was completed* Sept. 30th. 1936, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is complete.

The final estimate for the grading and paving was completed in this office to-day, and will be delivered to Mr. Joe Skelton, Resident Gridge engineer, on Monday morning, for him to complete with the structure items.

This will be the final report on this project.

RECEIVED OCT 12 1936

Signed A. B. Dean.

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants ... .,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPGS 257

STATE E...

POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

1244

Form P. R. 2

State Oregon

U.S.Wks.Prog.Grade Crossing Project No. WPOS 257

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of March, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 14th day of October, 1935, a project statement, which was approved by the Secretary on the 28th day of October, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section [redacted] of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-one thousand, eight hundred twenty-one and 55/100

dollars ($ 51,821.55) as the share of the United States payable under said act on account of Section 1a of said project, which [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized) (Public Res. No. 11, 74th Congress).

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Undercrossing and approaches thereto survey station 17+00 and survey station 33+00, both on the east line of Sect. 25, T. 1 N., R. 2 E.,

, length 0.303 of a mile, in Multnomah County, being ~~Section~~ ~~of~~ Oregon U.S.Wks.Prog.Grade Crossing project No. WPGS 257, consisting of 0.303 of a miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length.~~ locally as 162nd Avenue (Barker Road) Undercrossing.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ..... of said project shall not in any event exceed the sum of fifty-one thousand, eight hundred twenty-one and 55/100 dollars ($51,821.55), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ..... dollars ($.....), the approved total estimated cost of Section ..... of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance will be by the

(Include reference to statute authorizing funds and probable amount annually available)

County of Multnomah, pursuant to its agreement of November 30, 1935, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6516

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission.
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____

Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. U.S.Hwy.Prog.Gr.Crossing WPGS 257, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 51,821.55 as the total estimated cost of said project, and the sum of $ 51,821.55 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 8th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. Y. Stevens
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 B 4830

Mon

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 21 1936
POST OFFICE BUILDING
PORTLAND, OREG.
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO

FILE No. Oregon WPGS 257

February 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jlon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 30, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

With reference to your letter of January 23, 1936 enclosing the project agreement estimate for Oregon Works Program Grade Crossing Project No. WPGS 257, the 162nd Avenue Undercrossing of the O.W.R. & N. Co. tracks in Multnomah County, we have not yet received copies of the agreement between the State and the railroad company.

We would appreciate your forwarding three copies of this agreement at your earliest convenience.

Very truly yours,

W. H. LYNCH
District Engineer

January 23, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the 162nd Avenue (Barker Road) Undercrossing, Project No. NPGS 257.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Crossing Project
No. WPGS 257

162nd AVE. (BARKER ROAD) UNDERCROSSING OF

O. W. R. & N. CO. TRACKS IN MULTNOMAH COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, January 2, 1936

ROADWORK

All Required		Clearing and Grubbing		$ 250.00
33,900	cu. yds.	Excavation, Single Classification	$ 0.22	7,370.00
34,000	cu. yds.	Disposal of Excess Materials	0.17	5,780.00
0.30	mile	Finishing Roadbed and Slopes	300.00	90.00
2,800	lin. ft.	Rounding Cutbanks	0.10	280.00
100	lin. ft.	8" Sewer Pipe	0.40	40.00
650	lin. ft.	12" Sewer Pipe	1.00	650.00
350	lin. ft.	15" Sewer Pipe	1.25	437.50
40	lin. ft.	Salvaging Culvert Pipe	0.60	24.00
4	only	Catch Basins	30.00	120.00
3,150	lin. ft.	Concrete Curbs	0.43	1,354.50
1,200	lin. ft.	Cable Guard Fence	0.80	960.00
3,600	sq. yds.	Portland Cement Concrete Pavement	1.75	6,300.00
400	lin. ft.	Expansion Joints	0.15	60.00
1,850	lin. ft.	Contraction Joints	0.03	55.50
1,850	only	Dowels	0.12	222.00
1,500	lbs.	Tie Bars and Reinforcement	0.045	67.50
120	cu. yds.	Sand Cushion	1.00	120.00
900	cu. yds.	4" - 0" Materials in Subbase and Surfacing	1.40	1,260.00
600	cu. yds.	2½" - 0" Materials in Rock Base and Surfacing	2.60	1,560.00
100	cu. yds.	Filler	0.40	40.00
100	yd. mi.	Hauling Filler	0.12	12.00
230	cu. yds.	Mineral Aggregate in Place	4.00	920.00
4	tons	Emulsified or Cutback Asphalt in Seal Coat	45.00	180.00
16	tons	Tar in Place	45.00	720.00
			Subtotal	$ 28,873.00
			10% Engr. & Cont.	2,887.30
			Total	$ 31,760.30

Encroaching Structures

510	cu. yds.	Class "A" Concrete	$ 17.00	$ 8,670.00
42,000	lbs.	Metal Reinforcement	0.045	1,890.00
41,000	lbs.	Structural Steel	0.0525	2,152.50
1,000	cu. yds.	Excavation, Single Classification	0.22	220.00
All Required		Placing and Removing Shoofly Track		1,500.00
All Required		Removal of Main Line Track		500.00
300	cu. yds.	Gravel Ballast on Shoofly	2.00	600.00
50	cu. yds.	Stone Ballast	3.50	175.00
				$ 15,707.50

Work to be performed by C. M. St. P. & P. Co.

All Required	Shift and Reshift Main Track and Move Telegraph Lines	2,530.00
	Subtotal	$ 18,237.50
	10% Engr. & Cont.	1,823.75
	Total	$ 20,061.25

Length of Roadwork	0.303	mile
" " Structure	0.000	"
Total Length	0.303	"
Cost per mile, Roadwork	$ 104,819.47	

WPGS Funds Requested:

Roadwork -	$ 31,760.30
Structure -	20,061.25
	$ 51,821.55

	Roadwork	Structure
Estimated Labor Required	16,000 man-hours	6,800 man-hours
Cost of Labor	$ 11,200	$ 5,800
Cost of Materials	$ 6,000	$ 6,000

Funds for Maintenance: See Agreement executed by County, November 27, 1935 and Highway Commission, November 30, 1935.

257

JANUARY 3, 1936

Edlefsen-Weygandt Co.,
9233 N. Calvert Avenue,
Portland, Oregon.

Gentlemen:

We are sending to you today by express a fully executed copy of State Highway Contract No. 1794 which was awarded to you on November 30, 1935, for the construction of an underpass with 26' roadway under the O. W. R. & N. Company's tracks on the Subway Section of 162nd Avenue (Barker Road) approximately four miles east of 82nd Street in Portland, Multnomah County, and the grading and paving of the approaches thereto.

This copy is for your records and files.

Yours very truly,

Secretary

D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

RECEIVED
JAN
OREGON
STATE HIGHWAY
POST OFFICE BUILDING
PORTLAND, OREGON

December 30, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of one set of advance plans showing shop details for the Barker Road Subway, Oregon project No. W PBS. 257

These meet with our approval. Please furnish us four sets when they have been approved by the railroad company.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

For

#1794

#2

December 21, 1935.

Mr. S. Murray, Chief Engineer
O. W. R. & N. Co.
Portland, Oregon

Dear Sir:

This is to supplement my letter of December 4, with reference to the Edlefsen-Weygandt Company contract No. 1794, construction of the Barker Road Undercrossing in Multnomah County.

You are advised that the bond furnished in connection with this contract was written by the Fidelity & Deposit Company of Maryland, for whom Clarence D. Porter, who has offices in the Failing Building, Portland, is Resident Agent.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

December 4, 1935

Mr. S. Murray, Chief Engineer
O. W. R. & N. Co.,
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 3, requesting certain information concerning the contract awarded by the Highway Commission, on November 30, 1935, for the construction of an underpass under the O.W.R. & N. Co.'s tracks on 162nd Avenue (Barker Road).

I am unable at this time to give you all of the information that you request due to the fact that the contract forms have not yet been prepared for execution. It will probably be a couple of weeks before the contractors sign them and furnish the customary bond. We will supply you with the remaining information as soon as we possibly can.

This contract was awarded to Edlefsen-Weygandt Company whose address is 9233 No. Calvert Avenue, Portland. This firm is a corporation with P. H. Edlefsen, President; and Gordon Weygandt, Secretary and Manager. The contract will be dated November 30, 1935, which is the date of the award. The project number is 1919 and the contract number is 1794. The amount of the contract is $44,580.50 and is based on the use of tar in the surfacing involved in the contract.

Yours very truly,

HBG:MC

Secretary

FORM 3610 Standard 10-31-2,500

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

DEC 4 1935 OREGON

S. MURRAY,
CHIEF ENGINEER

PORTLAND, OREGON

December 3,1935

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

Some time ago you sent me a copy of the proposal for construction of proposed underpass at N.E.162nd Ave (Barker Road) your Bridge No.2141. This copy of proposal provides that bids will be received on November 30,1935. Since you have awarded contract for this project,will you please advise as to the following:

1. Name of contractor. Telegram Wyoming Co
2. Whether corporation,partnership or individual.
2. Address of contractor.
4. Date that will be given contract between State and contractor. Nov 30
5. Project number.
6. Contract number.
7. Contract amount. 44580.50 bond amount 2 Tax supplies

This information is required to aid in drafting the usual indemnity agreement and bond between railroad, Western Union and the contractor.

Yours truly,

S MURRAY

SHIP AND TRAVEL BY RAIL

December 2, 1935.

Edlefsen-Weygandt Co.,
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission at its meeting held on Saturday, November 30, awarded to you the contract for road construction and construction of an underpass under the O. W. R. R. & N. Company's tracks in Multnomah County, based on your bid price of $44,580.50, using tar.

You may consider this letter as your authority and our request to start your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE
cc - S. H. Prebert
Bridge Dept.
W. K. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Grade Separation Project No. WPGS 257, the Barker Road Undercrossing Section on 162nd Avenue, Portland, to Edlefson-Weygandt Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

#2

November 22, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers
Attorney
O f f i c e

NOTED

Dear Sir:

I have noted the proposed tri-party agreement for the 122nd Ave. (Barker Road) crossing together with the comments made by Mr. Paxson.

It would appear to me that with Mr. Paxson's suggestions the matter has been carefully covered, and I have no further suggestions to make in the matter.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir;

The P.S.& E. documents for Oregon U.S.Works Program Grade Crossing project WPGS 257, 162nd Avenue (Barker Road) Undererossing of the O.W.R.& N. tracks, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Copies of county resolution covering maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

237

November 13, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the 162nd Avenue (Barker Road) Under-crossing of the O. W. R. & N. Ry. WPGS 257

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Progress
Grade Crossing Project
No. WPGS 257

16TH AVE. (BASKINS ROAD) UNDERCROSSING OF
O. W. R. & N. CO. TRACKS IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, November 13, 1935

ROADWORK

All Required		Clearing and Grubbing		$ 200.00
33,500	cu. yds.	Excavation, Single Classification	$ 0.30	10,050.00
34,000	cu. yds.	Disposal of Excess Materials	0.25	8,500.00
0.30	mile	Finishing Roadbed and Slopes	200.00	60.00
2,800	lin. ft.	Rounding Curbs	0.10	280.00
100	lin. ft.	8" Sewer Pipe	0.60	60.00
650	lin. ft.	12" Sewer Pipe	0.90	585.00
350	lin. ft.	15" Sewer Pipe	1.20	420.00
40	lin. ft.	Salvaging Culvert Pipe	0.70	28.00
4	only	Catch Basins	25.00	100.00
3,150	lin. ft.	Concrete Curbs	0.50	1,575.00
1,200	lin. ft.	Cable Guard Fence	1.00	1,200.00
3,600	sq. yds.	Portland Cement Concrete Pavement	2.00	7,200.00
400	lin. ft.	Expansion Joints	0.20	80.00
1,850	lin. ft.	Contraction Joints	0.05	92.50
1,850	only	Dowels	0.20	370.00
1,500	lbs.	Tie Bars and Reinforcement	0.05	75.00
120	cu. yds.	Sand Cushion	1.25	150.00
900	cu. yds.	4" - 0" Materials in Subbase and Surfacing	1.50	1,350.00
600	cu. yds.	1½" - 0" Materials in Rock Base and Surfacing	1.50	900.00
100	cu. yds.	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.20	20.00
230	cu. yds.	Mineral Aggregate in Place	3.00	690.00
4	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	120.00
			30.00	(Alternate)
14	tons	No. 3 Oil in Place	25.00	400.00
16	tons	Tar in Place		

Subtotal	$ 34,555.50
10% Engr. & Cont.	3,455.55
Total	$ 38,011.05

OVERCROSSING STRUCTURE

510	cu. yds.	Class "A" Concrete	$ 18.00	$ 9,180.00
42,000	lbs.	Metal Reinforcement	0.05	2,100.00
41,000	lbs.	Structural Steel	0.065	2,665.00
1,000	cu. yds.	Excavation, Single Classification	0.30	300.00
All Required		Placing and Removing Shoofly Track		500.00
All Required		Removal of Main Line Track		200.00
300	cu. yds.	Gravel Ballast on Shoofly	2.00	600.00
50	cu. yds.	Stone Ballast on Shoofly	3.00	150.00
				$ 15,695.00

Work to be Performed by C. M. St. P. & P. Co.

All Required	Shift and Reshift Main Track and Move Telegraph Lines	2,530.00
	Subtotal	$ 18,225.00
	10% Engr. & Cont.	1,822.50
	Total	$ 20,047.50

Length of Roadwork	0.303 mile
" " Structure	.000 "
Total Length	0.303 "
Cost per mile Roadwork	$ 125,449.00

WPGS Funds Requested:-

Roadwork- - - - - - - - - - - - - - - - - - - -	$ 38,011.05
Structure -	20,047.50
	$ 58,058.55

	Roadwork	Structure
Estimated Labor Required	16,000 man-hours	6,800 man-hours
Cost of Labor	$ 11,200	$ 5,800
Cost of Materials	$ 6,000	$ 6,000

ESTIMATE OF COST OF LABOR AND MATERIALS

TO BE FURNISHED BY Co. No. 2, No. 3, & No. 20.

Materials		$ 227.00
Labor:		
Unload, lay, remove and load turnout	$ 150.00	
Shift and reshift main track	112.00	
Rearrange auto signal system	180.00	
Move and restore telegraph line	480.00	
Move and restore B-O-W fence	15.00	
Restore main track on underpass	96.00	
Remove old crossing, etc.	150.00	
Small tools, store expense, etc.	120.00	
Railroad inspector 2 mo. at $250.00	500.00	
Flagmen	100.00	
Preparation of plans	400.00	
		2,303.00
		$ 2,530.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 7, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on October 28, 1935, approved the project statement for Oregon U. S. Works Program Highway Project No. WPGS 257, involving the construction of an undercrossing of the O.W.R.& N. Company tracks at Barker Road, near the city of Portland, in Multnomah County.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

FORM S-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

#2

SALEM
October 19, 1935.

IN REPLY PLEASE
REFER TO FILE No.

Mr. Geo. E. Buck,
Roadmaster,
Multnomah County,
Portland, Ore.

Dear Sir:

Herewith please find four copies each of the descriptions for right of way involved for the 162nd Street Grade Separation Project.

Under separate cover we are sending you three blue print copies of the alignment map for this section upon which the parcels of land required have been indicated in color.

It is the policy of this department to withhold the advertising of all projects for contract until the right of way has been acquired. We therefore will require certified copies of the deeds, when obtained or if acquired by resolution, copies of all court proceedings.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R. H. Baldock
W. E. Chandler
J. M. Devers

October 18, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Barker Road Overcrossing to which has been assigned Project No. WPGS 257.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EM

Encl.

STATE Oregon

PROJECT NO. [illegible]
(Not to be filled in)

Form FR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) October 14, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Barker Road

2. Between control points of official description: - and -

3. Between intermediate control points if used: Undercrossing O. W. R. & N. Co. tracks at Barker Road near City of and Portland

County of Multnomah

4. Length in miles (gross) 0.3 (net) 0.3

5. Preliminary estimate of cost: Total, $ 82,409; section of road to be first improved, $ 82,409, of which $ 30,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: _____
(Amount.)

_____
(Source; refer to statute.)

(*b*) County _____
(Amount.) (Source; refer to statute.)

_____

8—6072

PROJECT NO [illegible]
FILE [illegible]

7. Funds for maintenance to be provided by State or County, from the following sources: Chap. 173, Laws 1917; Chap. 31, Laws 1920

(State and/or county.)

(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department.)

By

As Chairman

(Title of officer.)

By

As Commissioner

(Title of officer.)

By

As Commissioner

(Title of officer.)

D
Z
(FED ROUTE NO. 41)
AVE.
NO. 83 NO.
T
CO.

WPGS 257

FORM 2010

Standard
10-31-2,500

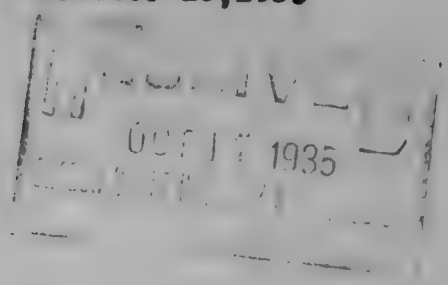
UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

S. MURRAY,
CHIEF ENGINEER

PORTLAND, OREGON
October 16,1935



Mr.G.S.Paxson,
Acting Bridge Engineer,
State Highway Department,
Salem, Oregon

Dear Sir:

In accordance with your verbal request and also as result of conversation with Mr.Reeves, I attach hereto detailed estimate of the work to be performed by the Railroad Company and Telegraph Company at N.E.162nd Ave,Portland (Formerly Barker Road) at M.P.10.25 on our passenger main line. This is at our Railroad Station 547 plus 83.8.

According to this statement the total net amount chargeable to the State is $2532.13.

Yours truly,

S MURRAY

SHIP AND TRAVEL BY RAIL

Portland, Oregon
October 15, 1935

RECEIVED
OCT 17 1935

N.E. 162nd Avenue, Portland, Oregon

Estimated cost of labor and material to be furnished by the Railroad Company and Telegraph Company

Material to be charged and credited State for construction of shoofly on south side of main track - length 820 feet - east of Station 543 plus 15.5, of which 140 feet is to be shifted.

					Salvage
Rail 90# SH	17.52 G.T.	@ 31.00	$543.12	100%	$543.12
Joints 90# SH	33.75 Cwt.	@ 2.50	84.38	100%	84.38
Angle bars 90# SH	2.54 Cwt.	@ 2.25	5.72	100%	5.72
Bolts, 90# new	2.45 Cwt.	@ 2.40	10.29	20%	.49
Nut locks new	.160 M	@ 33.00	5.28		
Track spikes new	15.75 Cwt.	@ 2.65	41.74	20%	3.15
Tie plates 90# SH	68.9 Cwt.	@ 1.75	120.58	100%	120.58
Track ties, new untreated	325 ea.	@ .50	162.50	75%	121.88
Sw ties do	3.34 MBM	@ 13.50	45.09	75%	33.82
Rail anchors 90# SH	130 ea	@ .14	18.20	100%	18.20
# Sw stand & Con.Rod new	1 ea	@ 20.50	20.50	75%	15.38
# Sw lamp new	1 ea	@ 10.00	10.00	75%	7.50
# Switch 16½ 90# new	1 ea	@ 175.00	175.00	75%	131.25
# Frog #10 90# new	1 ea	@ 130.00	130.00	75%	97.50
# Guard rails 90# new	1 pr	@ 60.00	60.00	75%	45.00
Insulated joints 90# new	4 ea	@ 13.50	54.00	75%	40.50
Contingencies	5%		74.32		63.42
		Total	$1560.72		1331.89
# SH if available		Net cost	228.83		

Estimated cost of work to be done by Railroad Company and Telegraph Company at State's Expense

			Salvage
Unload, lay, remove & load turnout 1 ea	@ 150.00	150.00	
Shift and reshift main track, each end 140 L.F.	@.80	112.00	
Raise & rearrange auto sig line, lump		200.00	20.00
Move and restore telegraph line, lump		530.00	50.00
Move and restore R/W fence lump		15.00	
Restore main line track within limits of structure	120 L.F. @ .80	96.00	
Rental of equipment, freight, remove old crossing and cattle guards and contingencies, lump		150.00	
Use of tools, store and other expense		120.30	
Railroad inspector, 2 mo @ 250.00		500.00	
Flagmen, lump		100.00	
Preparation detailed plans (sub.to May 16,1935)		400.00	
		$2,373.30	70.00

(162nd Ave.)

Estimated cost of work to be performed by Railroad Company at Railroad Expense

Replace track spikes on structure	2.36 Cwt	@ 2.65	$6.25
Replace track ties on structure	20 ea	@ 1.00	20.00
Replace track bolts on structure	.5 cwt	@ 4.20	2.10
Replace track nutlocks on structure	.03 M	@ 33.00	.99
Replace rails and joints on structure	- Use matl now in pl		-
Replace tie plates & rail anchors	"	"	-
Install Union Pacific shields	2 ea	@ 10.00	20.00
Contingencies			4.93
Total cost			54.27

Items of work to be performed by State at State's expense

Unload, lay, apply ballast, surface, remove and reload track material for shoofly- 820 - 140 ± 100 = 580 lineal feet.
Furnish gravel ballast for shoofly, 380 cu yds.
Grade roadbed for shoofly, 820 lin. ft.
Remove track material main line within limits of underpass, 120 lin ft.
Furnish ballast for replacement of track within limits of underpass, 60 cu yds
Construct underpass, approaches, sidewalks and paving complete.
All necessary engineering except railroad inspector and plans

Summary

Net cost to the State of material and labor to be furnished by Railroad and Telegraph Companies

Shoofly track material	$1,560.72	
Less salvage	1,331.89	
		$228.83
Labor and material	2,373.30	
Less salvage	70.00	
		2,303.30
Total net cost		2,532.13

Right of way and property damage to be bourne by the County

CONTRACT# [redacted] 1795

WPSS 259 Island City-Grande Ronde River Sec., Cove Secon. Hwy. 1935

1795

RECEIVED
JUN 6 1938
FOR FILING

259

June 2, 1938

Mr. Roy F. Shields
General Solicitor
Union Pacific Railroad Company
Law Department
727 Pittock Block
Portland, Oregon

Dear Sir:

Reference is made to your letter of May 27 requesting information about a contractor to whom three carloads of liquid asphalt were delivered during the month of September, 1936, at Island City.

We have checked our records and the only contract we had in the above vicinity during 1936 was that of Mr. Homer G. Johnson, who had the contract for the grading, surfacing and oiling of the Island City-Grande Ronde River Section of the Cove Secondary Highway, in Union County, our contract No. 1795.

This contract was completed September 30, 1936, and was accepted October 17, 1936. The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company, for whom Mr. M. K. Sprott is agent, with offices in the Bedell Building, Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

June 1, 1938

H. B. G.

He no doubt refers to Homer G. Johnsons Contract No. 1795 - Island City-Grande Ronde River Section of the Cove Secondary Highway in Union County, 5.76 miles of regrading, surfacing and oiling.

This contract was completed Sept, 30, 1936, and was accepted Oct, 17, 1936. The bond was furnished by United States Fidelity & Guaranty Company, M. K. Sprott, Agent, Bedell Bldg., Portland. Final payment has been made.

J. McFarland.

in oiling of State highways in that vicinity.

It will be appreciated if you would advise us the name of the contracting firm which was engaged in the oiling of highways in that vicinity and at that time; and we would also like to know if this job has been completed and accepted by your Commission. If so, please advise as to the date of such completion and acceptance.

Very truly yours,

Roy F. Shields

JGB

see if you can type
out what job this is
for

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT

ROY F. SHIELDS,
GENERAL SOLICITOR
MAGUIRE, SHIELDS & MORRISON,
GENERAL ATTORNEYS
FREDERICK J. BETZ,
ASSISTANT GENERAL ATTORNEY
LAWRENCE W. HOBBS,
ATTORNEY

RECEIVED
MAY 28 1938
COMMISSION

22-1

727 PITTOCK BLOCK
PORTLAND, OREGON

May 27, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

During the month of September, 1936, we hauled to Island City, Oregon, and there delivered, 3 carloads of liquid asphalt, for the use of contractors who were engaged in oiling of State highways in that vicinity.

It will be appreciated if you would advise us the name of the contracting firm which was engaged in the oiling of highways in that vicinity and at that time; and we would also like to know if this job has been completed and accepted by your Commission. If so, please advise as to the date of such completion and acceptance.

Very truly yours,

Roy F. Shields

JGB

John
see if you can trace
our state job down
RFS

RECEIVED
FEB 7 1938
FILING
WPBR 259

January 29, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith the original copy of final voucher for the Island City-Grande Ronde River Section, Project No. WPRS 259, which copy was returned to us for signature.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HE

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 26, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attached is the original final voucher for Oregon U. S. Works Program Highway project WPMS 259-A, Island City-Grand Ronde Section of the Cove Highway. Will you please sign the voucher and return it to us at your early convenience.

We regret that we did not observe the lack of your signature during the time we were holding the voucher for information from your office regarding the man-hour deficiency mentioned in our letters of October 6 and December 20.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 29th in reply to our letter of October 6th relative to reduction of final voucher on Oregon WPMS 259-A, the Island City-Grand Ronde project.

We believe that if you will again refer to the required special provisions, it will be seen that the contractor was not authorized to employ labor from any available source when the Employment Service failed to promptly fill his labor requisitions, but reads as follows:

> " * * * in the event that a sufficient number of laborers, qualified and fitted to perform the class of work required, is not obtained by the contractor from the names contained in any list furnished him by the employment agency, the contractor shall continue to request additional lists from the employment agency or obtain certifications for assignment of persons to work until his employment needs are satisfied."

We note your statement that the employment agency acknowledged in writing March 28, 1936, their inability to furnish men as an acknowledgment of inability to furnish labor. This statement refers to relief labor only and has no bearing in this case, being merely a notice to us that relief cases were not available and that non-relief would be certified.

An examination of the certified payrolls indicates the contractor made no attempt to claim the employment service could not furnish men, and the men we questioned in our letter of January 4th were from Multnomah County and the numbers shown were merely registrant's identification number and not assignment or certification to any project; also those were all skilled or supervisory men and could not be included unless certified voluntarily by the employment service.

Our Washington office ruled on October 24, 1935, that "The contractor may only claim credit for executive, administrative, supervisory or highly skilled men certified to him voluntarily by the employment service. He may not claim credit for such men when brought in by him following certification by the employment service that it cannot supply them."

We advised you of this policy in our letter of November 5, 1935, regarding project 175-A, in the third paragraph. We stated: "The contractor may also claim credit for executive, administrative, supervisory or highly skilled men certified to him voluntarily by the employment service, but he cannot claim credit for such men when brought in by him following certification by the employment service that it cannot supply them."

Under the circumstances pertaining to this project, it is our opinion the contractor should be penalized $752.50 in accordance with the contract, as we see no justification for his failure to comply with the specified labor provisions. Therefore our recommendation will be that the voucher be reduced by $752.50.

Very truly yours,

W. H. LYNCH
District Engineer

NOTED
RAY WEBBER

#1795

RECEIVED
JAN 4 1937
FOR FILING
259

January 2, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1795 for the construction of the Island City-Grande Ronde River Section of the Cove Secondary Highway in Union County, has been completed by the contractor, Homer G. Johnson, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 12, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $46,088.20, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 16 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

259-A

November 13, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPMS Project 259-A, Island City-Grand Ronde River Section, Cove Highway, Union County, was made by a representative of this office on October 16, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Form 888--5M—11-35

259

...ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3, 1936

Section Island City- Grande Ronde River

Highway Isalnd City-Cove

Contractor Homer G. Johnson

Date of contract November 30, 1935

Date work started April 16, 1936

Amount of contract . . . . . $ 50,085.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 50,085.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 3060.45, 6.1 %

Kind of work Grading Oiling and Surfacing

Section prefix 121-1002

Contract number 1795

Date of completion Sept 30, 1936

Estimated date of completion October 1, 1936

Per cent of time elapsed 100 %

Date project was completed October 1, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job was finished on the first of October. There will be a few days delay on the final estimate as all my men are working on the Elgin- Rock Creek project at the present time.

Signed Edward Chudey

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith, for your files, an executed copy of the project agreement and certificate for Oregon USPW Project No. WPMS-259, Island City - Grande Ronde Section of the Cove Highway in Union County.

Before signing, the Washington office altered the agreement amount and issued the certificate for $53,443.50, correcting the $10 error we noted in our letter to you of March 23, 1936, when forwarding the agreement for signature.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

ER-A4; 2583

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5818

ER-A4; 2583

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. [illegible] 259

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.);

Whereas the Highway Department of said State submitted on the 1st day of November, 1935, a project statement, which was approved by the Secretary on the 16th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 13th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

Fifty-three thousand, four hundred forty-three and 50/100

dollars ($ 53,443.50) as the share of the United States payable under said act on account of [redacted] said project, which [redacted] 1s/the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized)

(Public Res. No. 11, 74th Cong.)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 0+30 on First Street at Main Street, in the S½ of Sec. 34, T. 8 S., R. 38 E., W.M., in Island City, and Survey Station 319+00 in the W½, Sec. 3., T. 3 S., R. 39 E., W.M., excepting that portion between Station 200+95 and Station 201+73.

, length 5.743 miles, in Union County, being ~~Continuation of~~ Oregon U.S. Parks Program Highway project No. WPRS 259, consisting of 5.743 miles of roadway and 20 bridges, ~~and~~ of more than 20 feet clear span, ~~and of less than 20 feet clear span~~, known locally as the Island City-Grande Ronde River Section 5518 of the Cove Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of Fifty-three thousand, four hundred forty-three and 50/100 dollars ($ 53,443.50), certified to the Secretary of the Treasury as above mentioned, which [redacted] dollars ($ [redacted]) the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927; Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Macduff

Member, State Highway Commission
(Title of officer)

By F. J. Sloan

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. D. Longstreet

Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] 259 State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $53,443.50 as the total estimated cost of said project, and the sum of $53,443.50 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 17th day of June one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By [signature] Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

259

OREGON STATE HIGHWAY COMMISSION

SALEM

June 9th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Homer G. Johnson, contractor on the Island City-Cove Section has repeatedly complained about his inability to get sufficient intermediate and common labor.

At a conference with Mr. Lintner yesterday, it was decided to stop long enough in La Grande to investigate this situation. Mr. Lintner wishes a conference between Hildibrand, Chidsey and District Manager Hamilton of the National Reemployment Service, at their office upon our arrival from Pendleton about 11 A.M., June 15th. Mr. Lintner will accompany the party. Please arrange for the presence of the above mentioned men in plenty of time so that there may be no delay to our schedule.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock

FORM 2-A-1 10M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

251

April 11th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

RECEIVED
State Highway Engineer

In answer to your inquiry concerning the letter from Edward Chidsey transmitting corrections on the Homer Johnson payroll, I beg to advise that one of the duties of the Resident Engineer is to check over the payrolls before submission to the Bureau to see if all the required Bureau information has been supplied.

The work "authority" as used in this letter denotes the basis upon which eligibility is claimed, and the various numbers denote whether or not the man was obtained from the relief rolls or is a foreman etc.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

STATE HIGHWAY POST OFFICE BUILDING
PORTLAND, OREGON

March 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon WPMS 259

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Due to our error, the Regional Office prepared this agreement for $53,433.50, ten dollars less than the funds requested on the agreement estimate. As the difference is so small, it is suggested that you sign the agreement as prepared rather than to require the preparation of another in the correct amount. If so, your copy of the estimate should be corrected to the project agreement amount in order to avoid confusion.

Very truly yours,

W. H. LYNCH
District Engineer

By Kaufield
~~P. E. Adams~~
~~Senior~~ Highway Engineer

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

259-A

IN YOUR REPLY PLEASE REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
STATE HIGHWAY ENGINEER
OREGON
RECEIVED
FOR FILING

February 6, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the project agreement estimate dated January 2, 1936, covering Oregon Works Program Secondary Highway Project No. WPSS 259-A, Island City-Grande Ronde River Section.

We now understand the east city limits of Island City are at Station 7+90 and, as Island City is incorporated, it will be necessary to either divide this project into two projects, one WPMS and the other WPSS, or make it all WPMS.

This same question came up in connection with an identical project in another state and the suggestion in that case was to make the project WPMS, which would only require one set of project papers including the project agreement. The change in program can be taken up at a later date as there are already several adjustments to be made. This method seems desirable in the case of the Island City project and the papers will be held pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

for

259-A

January 31, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 28, 1936, containing inquiry concerning the agreement estimate for the Island City-Grande Ronde River Section, Project No. WPSS 259-A.

Please be advised that the estimate is correct as submitted, and no lump sum reduction applies to this project for the reason that the combination bid for this project and Project No. WPSS 258-A, on which the contracts were awarded, provided for the lump sum reduction of $2,500.00 to be made entirely on the contract for the Enterprise-Joseph Section, Project No. WPSS 258-A.

We are withholding the submission of the project agreement estimate for Project No. WPSS 258-A until the bridges on the section are placed under contract, this procedure appearing desirable for the reason that all work can then be included in the project agreement estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The estimate you sent us January 23, 1936, for Oregon Works Program Highway project WPSS 259-A, Island City-Grande Ronde River section of the Cove Highway in Union County, does not show savings due to the reduction offered by the successful bidder in case award was also made to him of WPMS 258-A, the Enterprise-Joseph section of the Wallowa Lake Highway.

Please submit six copies of a revised estimate showing a deduction from the contract cost of the proportional share of the $2,500.00 reduction which accrues to this project, so that we may proceed with the preparation of the project agreement.

Very truly yours,

W. H. LYNCH
District Engineer

January 23, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for Island City-Grande Ronde River Section, Project No. NPSS 259.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPBS 259

ISLAND CITY-GRANDE RONDE RIVER SECTION
OF THE COVE HIGHWAY IN UNION COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, January 2, 1936

All Required		Clearing and Grubbing		$ 2,000.00
20	cu. yds.	Trench Excavation	$ 1.00	20.00
21,400	cu. yds.	Excavation, Single Classification	0.30	6,420.00
5,600	yd. sta.	Overhaul	0.02	112.00
2,200	yd. mi.	Truck Haul	0.20	440.00
5.74	miles	Finishing Roadbed and Slopes	200.00	1,148.00
600	lin. ft.	Rounding Outbanks	0.10	60.00
110	lin. ft.	18" Concrete Pipe	2.25	247.50
30	lin. ft.	24" Concrete Pipe	3.25	97.50
3,000	cu. yds.	Salvaging Surfacing Materials	0.70	2,100.00
14,000	cu. yds.	Selected Roadbed Topping	0.35	4,900.00
47,000	yd. mi.	Hauling Roadbed Topping	0.12	5,640.00
4,600	cu. yds.	Crushed Gravel Surfacing	1.50	6,900.00
1,000	cu. yds.	Filler	0.40	400.00
2,000	yd. mi.	Hauling Filler	0.20	400.00
400	M-Gal.	Sprinkling	2.00	800.00
3,500	cu. yds.	Mineral Aggregate in Place	2.60	9,100.00
210	tons	No. 3 Oil in Place	28.00	5,880.00
64	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	1,920.00
			Subtotal	$ 48,585.00
			10% Engr. & Cont.	4,858.50
			Total	$ 53,443.50

Length of Roadway	5.743 miles
" " Bridge	.014 "
Total Length	5.757 "
Cost per mile	$ 9,305.83

WPBS Funds Requested- $ 53,443.50

Estimated Labor Required	30,000 man-hours
Cost of Labor	$ 18,000
Cost of Materials	$ 5,600

Funds for Constr: Chap. 173, Laws 1917; Chap. 31, Laws 1920; Chap. 248, Laws 1931
Funds for Maint: Chap. 41, Laws 1927; Chap. 248, Laws 1931

FORM S-M-1 28156 500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 11, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Some three weeks ago I advised Homer Johnson that weather in this locality was suitable for the prosecution of work on Island City-Cove and Enterprise-Joseph sections of highway and requested that he immediately make preparations to start such work. He replied that he was overhauling equipment but would be on the job in a few days.

Mr. Johnson has not shown up and I have heard indirectly that he does not intend to start work here until around March first. The weather now is moderated and work could be carried on with no serious handicap and I believe Mr. Johnson should be forced to either start work immediately or have his contracts cancelled.

I do not know whether or not it is still possible to award contract to the second bidders on these projects, but if it is, I suggest that Mr. Johnson be advised that if he did not start work immediately his contracts would be cancelled and work would be awarded to the next bidders.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

-25-9

January 2, 1936

Mr. Homer G. Johnson,
Imperial Hotel,
Portland, Oregon.

Dear Sir:

I am sending to you today by express a fully executed copy of contract No. 1795 which was awarded to you on November 30, 1935, for regrading, surfacing and oiling on the Island City-Grande Ronde River Section of the Cove Secondary Highway in Union County.

This copy is for your records and files.

Yours very truly,

Secretary

D

FORM S-M-1 25155 500 10-55

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 28, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Homer G. Johnson,
Imperial Hotel,
Portland, Oregon.

Dear Sir:

The terms of the contracts awarded to you for grading , surfacing and oiling of the Island City-Grande Ronde River section of Cove Secondary Highway in Union county and Enterprise - Joseph section of Wallowa Lake Highway In Wallowa County, state that the work shall be commenced immediately, and shall be conducted as rapidly and as nearly continuously as weather conditions will permit.

This letter is to advise you that the weather conditions at the present time and since the date of the award of the contracts have been favorable for the prosecution of the work on both contracts and you are requested to immediately start work on these projects , and to conduct such work as long as weather conditions will permit.

I wish to further advise you that all grading contracts within the limits of Division No. 4 , which comprise the ten counties in eastern Oregon, are progressing without interruption and weather conditions to date have not interfered with the prosecution of the work.

Very truly yours,

Division Engineer.

WCW V
cc R= H= Baldock
cc H= G= Smith

257

December 2, 1935

Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission, at its meeting held on Saturday, November 30, 1935, awarded to you the contract for the 5.78 miles of regrading, surfacing and oil mat surface treatment on the Island City-Grande Ronde River Section of the Cove Secondary Highway in Union County, based on your bid of $50,085.00 which was submitted in combination with the Enterprise-Joseph Section.

You may consider this letter as your authority and our request to start your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

HBC:MC

cc - S. H. Probert
W. C. Williams

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Highway Project No. WPSS 259, the Island City-Grande Ronde River Section of the Cove Secondary Highway, to Homer G. Johnson, Portland, Oregon, who submitted the second low bid.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 25, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on November 16, 1935, approved the project statement for Oregon U.S.Works Program Project No. WPS 259, involving the improvement of 5.7 miles of the Island City-Cove Highway between a point on Federal Aid Route No. 7 in Island City and a point in Section 3, T 3 S, R 39 E, W.M., in Union County.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 13, 1935

NOV 13 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program project WPSS 259, the Island City-Grande Ronde River section of the Cove Highway in Union County, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement by the Washington Office.

In accordance with your instructions the mileage on the project statement has been changed from 4.7 miles to read 5.7 miles.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

November 4, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Island City-Grande Ronde River Section, Project No. WPSS 259.

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

U. S. Works Progress
Project No. WPSS 259

ISLAND CITY-GRANDE RONDE RIVER SECTION OF THE COVE HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 4, 1935

All Required		Clearing and Grubbing		$ 200.00
20	cu. yds.	Trench Excavation	$ 1.00	20.00
21,400	cu. yds.	Excavation, Single Classification	0.30	6,420.00
5,600	yd. sta.	Overhaul	0.03	168.00
2,200	yd. mi.	Truck Haul	0.20	440.00
5.74	miles	Finishing Roadbed and Slopes	200.00	1,148.00
600	lin. ft.	Rounding Cutbanks	0.10	60.00
110	lin. ft.	18" Concrete Pipe	2.00	220.00
30	lin. ft.	24" Concrete Pipe	3.00	90.00
3,000	cu. yds.	Salvaging Surfacing Materials	0.60	1,800.00
14,000	cu. yds.	Selected Roadbed Topping	0.35	4,900.00
47,000	yd. mi.	Hauling Roadbed Topping	0.15	7,050.00
4,600	cu. yds.	Crushed Gravel Surfacing	1.60	7,360.00
1,000	cu. yds.	Filler	0.30	300.00
2,000	yd. mi.	Hauling Filler	0.15	300.00
400	M-Gals.	Sprinkling	2.00	800.00
3,500	cu. yds.	Mineral Aggregate in Place	2.70	9,450.00
210	tons	No. 3 Oil in Place	30.00	6,300.00
64	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	1,920.00
			Subtotal	$ 47,326.00
			10% Engr. & Cont.	4,732.60
			Total	$ 52,058.60

Length of Roadway	5.743 miles
" " Bridge	.014 "
Total Length	5.757 "
Cost per mile	$ 9,064.70

WPSS Funds Requested- $ 52,058.60

Estimated Labor Required	30,000 man-hours
Cost of Labor	$ 18,000
Cost of Materials	$ 5,600

November 1, 1935

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement covering the Island City-Cove Section of the Cove Highway and to which has been assigned Project No. NPSS 259.

Very truly yours,

E. H. BALDOCK
State Highway Engineer

By

B. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. [illegible]
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 1, 1935

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Island City–Cove Section, Cove Highway

2. Between ~~central points of official description~~: a connection with Federal Route No. 7 in the town of Island City to a and

3. Between intermediate control points if used: point on center line of W. ½ of Sec. 3, T. 3 S., R. 39 E. and

County of Union

4. Length in miles (gross) 4.5 (net) 4.5

5. Preliminary estimate of cost: Total, $40,000; section of road to be first improved, $40,000, of which $40,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: _____ (Amount.)
Current Income: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 248, Laws 1931
(Source; refer to statute.)

(*b*) County _____
(Amount.) (Source; refer to statute.)

8—8072

PROJECT NO. [illegible]
CIVIL [illegible]

State

7. Funds for maintenance to be provided by ....., from the following

Current Income: Chap. 41, Laws 1951, Chap. 649, Laws 1951

sources: .....

(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated

Treasurer of the State

by the State Highway Department to receive Federal funds for this project: .....

of Oregon

.....

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project

Statement: .....

.....

.....

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: .....

None

.....

.....

11. Additional remarks: .....

.....

.....

.....

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION

.....

(Official title of Highway Department.)

By .....

As Chairman

.....

(Title of officer.)

By .....

As Commissioner

.....

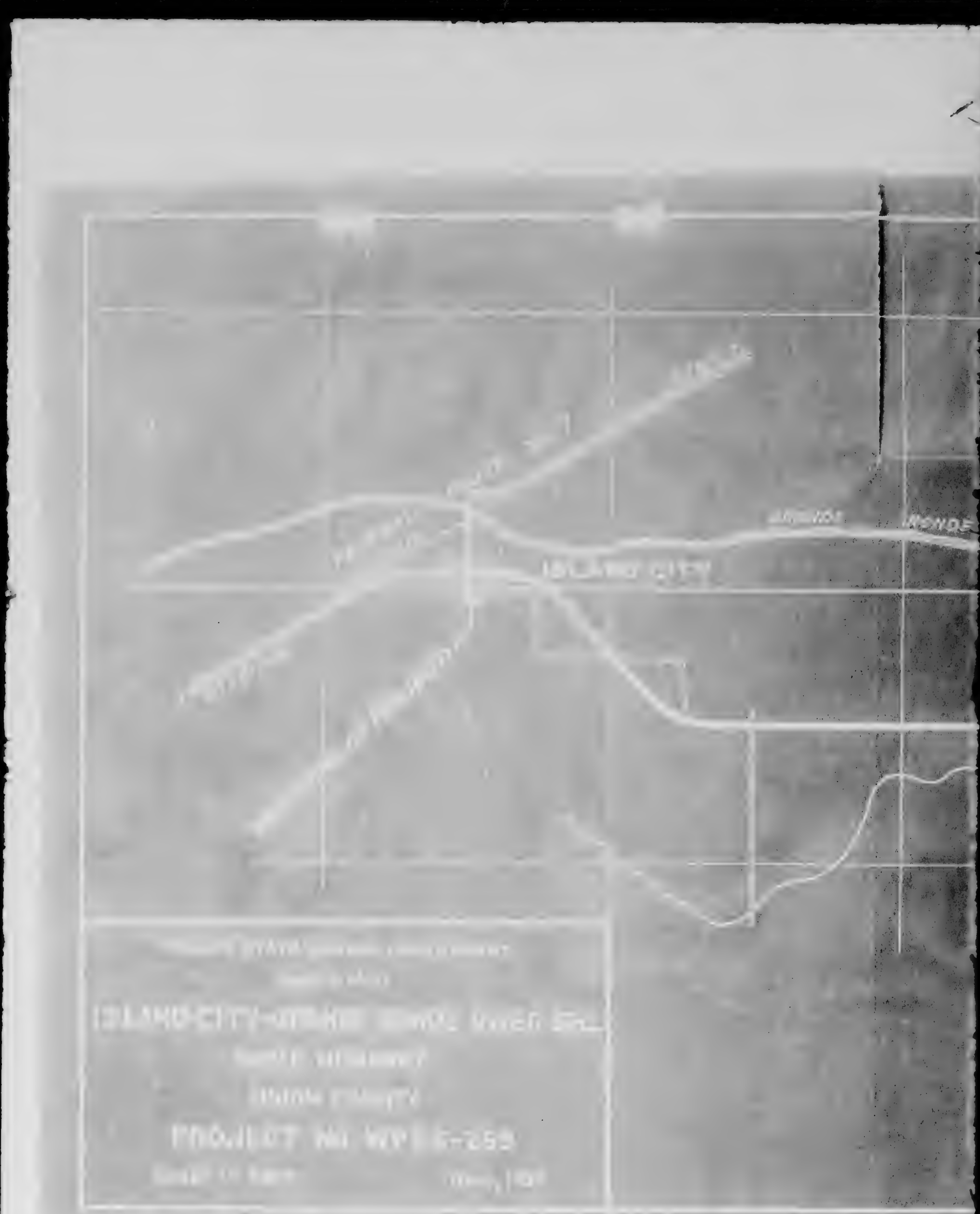
(Title of officer.)

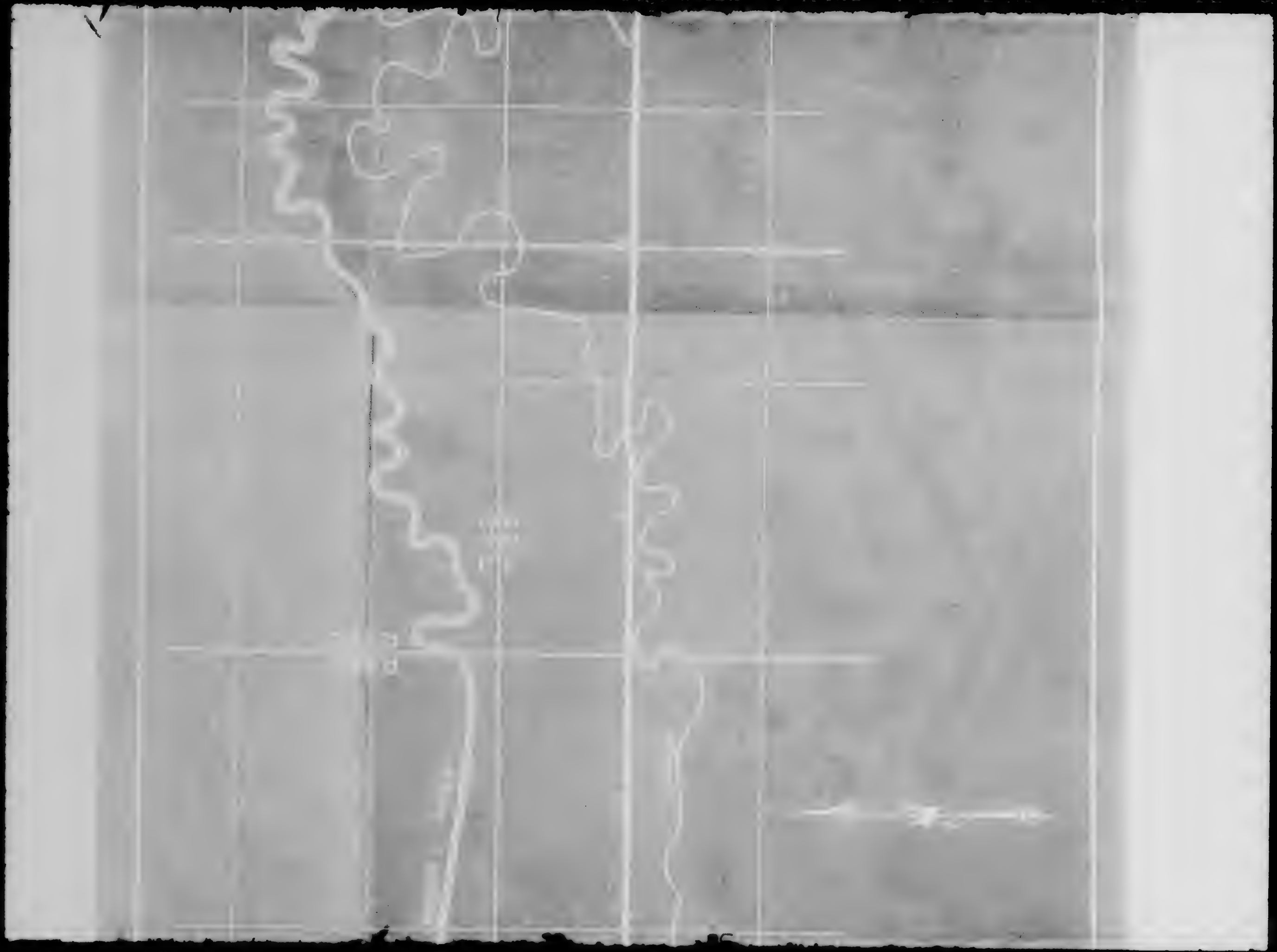
By .....

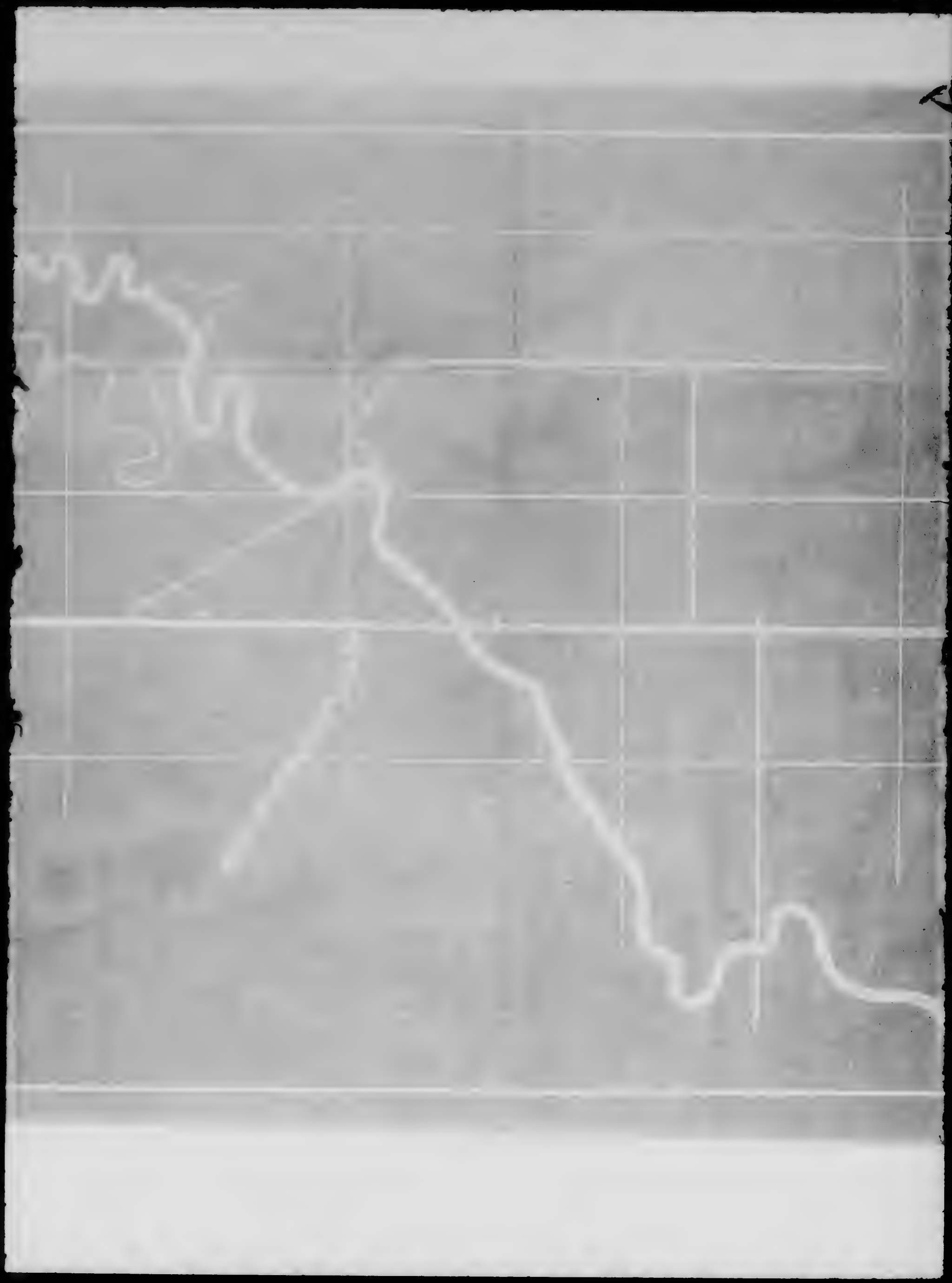
As Commissioner

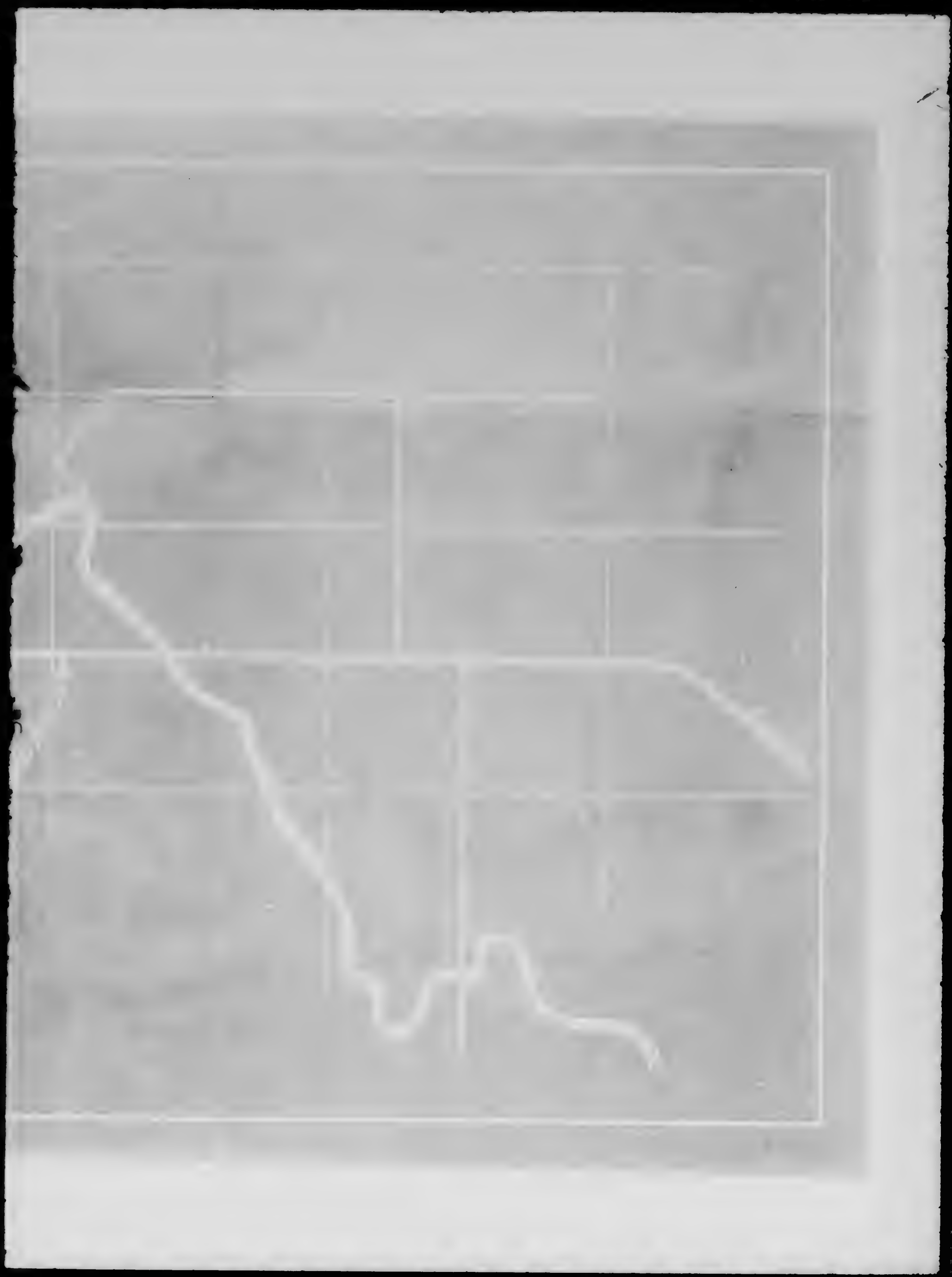
.....

(Title of officer.)









CONTRACT# [redacted] 1796

31-1201 Hot Lake-Bidwell Hill Rock Production, Old Oregon Trail 1935

1796

31-1201

#1796
O

July 28, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1796 for the construction of the Hot Lake-Bidwell Hill Section of the Old Oregon Trail in Union County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 7, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid on this contract will be $14,573.74, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

31-1201

July 9, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace on Contract No. 1796 - Hot Lake-Bidwell Hill Section of the Old Oregon Trail in Union County. This payment will be made on or after July 18, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1796

Form 888—6M—8-35

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

NOTED

For Week Ending ....., 193....

Section Hot Lake-Bidwell Hill — *Kind of work* Rock Production

Highway Old Oregon Trail — *Section prefix* 31-1201

Contractor A.S.Wallace — *Contract number* 1796

Date of contract Nov. 5, 193 5 — *Date of completion* June 30, 1936

Date work started April 5, 193 6 — *Estimated date of completion* ....., 193....

Amount of contract . . . . . $ 13,260 — *Per cent of time elapsed* 96 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 14,590

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 470, 59 % — *Date project was completed* June 23, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This report to announce completion of the project. The report due at the end of last week was held over to that end. Considerable variation in the size of the piles was made due to use of materials for patching and oiling. The contractor has practically torn down his plant and is doing some repair work to put it in readiness for another job. Mr. Wallace has been, I think earnest in his efforts to co-operate and produce the best material he could.

NOTED
H.N. HACKETT

Signed H.N. Hackett

Address LA GRANDE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8233		
Estimated quantities moved or placed to date			8233		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			10		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Union COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	4					6	10
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1,

Compressors 1, Bull Dozers ....., Sheet-foot rollers ....., ..., Trucks . 3

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

21-1201

#1796

April 21, 1936

Associated Oil Company,
Pittock Block,
Portland, Oregon.

Attention: J. H. Dalton.

Gentlemen:

Receipt is acknowledged of your letter of April 20th concerning the A. S. Wallace contract No. 1796 - Hot Lake-Bidwell Hill Section of the Old Oregon Trail in Union County, furnishing crushed rock in stock piles.

The bond furnished in connection with the above contract was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles, who has offices in the Bedell Building, Portland, is resident agent. The amount of the contract is $13,260.00 and the date of completion is June 30, 1936.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

GNOS 10M 2-15-35

ASSOCIATED OIL COMPANY

866-78 PITTOCK BLOCK

PORTLAND, OREGON

RECEIVED APR 21 1936

April 20, 1936

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem Oregon

Re: A. S.Wallace, Job #1796

Dear Mr. Glaisyer,

We contemplate delivering petroleum products to the above on Job 1796, which we understand consists of crushing rock for maintenance between Union and North Powder, Oregon

It is our understanding that the U. S. F. & G. of Portland, Oregon furnish the bond in the amount of $13,260 and that the time limit for completion is July 1, 1936.

May we have your confirmation on the above.

Very truly yours,

ASSOCIATED OIL COMPANY

J. H. Dalton,
Oregon Division Credit Manager

JHD:AE

NRA
WE DO OUR PART

31-1201

January 2, 1936

Mr. A. S. Wallace,
Roseburg,
Oregon.

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1796 which was awarded to you on November 30, 1935, for furnishing crushed rock in stock pile, on the Hot Lake-Bidwell Hill Section of the Old Oregon Trail, in Union County.

This copy is for your records and files.

Yours very truly,

Secretary

D

31-1201

December 2, 1935

A. E. Wallace
Roseburg, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission, at its meeting held on Saturday, November 30, 1935, awarded to you the contract for furnishing crushed rock in stock piles on the Hot Lake-Bidwell Hill Rock Production Project on the Old Oregon Trail in Union County, based on your bid of $13,260.00.

You may consider this letter as your authority and our request to start your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

HSG:MC

cc - S. H. Probert
W. C. Williams

FORM S-N-1 23306 500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

31-1201

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 1 1935
OREGON

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 31, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. J. N. Bishop, Maintenance Engineer

Dear Sir:

I am enclosing herewith estimate of cost, special provisions and sketch map covering the crushing of maintenance materials for use on the Old Oregon Trail between Hot Lake and Bidwell Hill.

Our maintenance materials on this section are exhausted and it is necessary that materials be stockpiled for 1936 oiling work.

I ill appreciate your securing approval for this project and having the same placed under contract not later than January 2, if possible.

The stock pile sites in this project are now either owned or leased by the state, but it is necessary to renew a lease on the quarry site. I already have your approval for the renewal of this lease and I am requesting Mr. Devers to proceed immediately with the renewal of the quarry lease.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

CONTRACT [redacted] 1797

WPMS 258-A Enterprise-Joseph Sec., Wallowa Lake Hwy. 1935

1797

RECEIVED
SEP 16 1938

September 13, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 19, 1938, concerning the final voucher for the Enterprise-Joseph Section, Project No. WPMS 258-A.

The exception taken, concerning Price Agreement No. 1 (Contract No. 1837), for removing headwalls, is correct, from a rigid interpretation of the specifications, although conditions were such that this department allowed the contractor extra compensation for the work.

With reference to the use of the county-owned pile driver by the contractor, no rental was paid as the county loaned the equipment to the contractor without charge.

The adjustment for deficiency in man hours mentioned in the last paragraph of your letter was due to the work specified under the contract (exclusive of the price agreement items) being less than 90% of the original contract amount. The total cost of the extra work was $5,102.07, of which $4,013.88 was the cost of furnishing crushed materials in stockpile. This work required a comparatively small amount of labor, and it could not be expected of a contractor to accept such additional work on a price agreement basis, if, by so doing, he would incur a penalty equal to or exceeding the total cost of the extra work items. Accordingly, it appeared to this department that an adjustment was necessary under the circumstances, and the adjustment as made seems reasonable to all parties concerned.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
AUG 30 1938
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

August 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of July 19 with respect to the final voucher for Oregon U. S. Works Program Highway project WPMS 258-A, the Enterprise-Joseph section of the Wallowa Lake Highway.

Since we can taken no further action in connection with the final voucher until we receive your reply we are again bringing the matter to your attention.

Very truly yours,

W. H. LYNCH
District Engineer

By L. O. Caufield
L. O. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

July 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon U. S. Works Program Highway project WPMS 258-A, the Enterprise-Joseph section of the Wallowa Lake Highway.

Price Agreement No. 1 (Contract No. 1837) for removing culvert headwalls appears to cover work required by the plans and not "extra work" as provided for in Section 1058 of your standard specifications. We believe the contractor must be assumed to have included the cost of the headwall removal in his bid prices for the contract pay items according to Section 1008 of the contract.

It is our understanding that the contractor rented some equipment from the county for his bridge job, including the leads and hammer for the pile driving operation. Will you please advise as to the amount of rental paid, or the reasonable rental value of county equipment used, if any, in order that the required deduction can be made.

It also appears necessary to make a deduction of $774 for the 1500 man-hours listed in our letter of January 4, 1937, and 48 additional man-hours on the payroll of September 26 when Harley Johnson claimed 48 hours as being certified by the N.R.S. when this was not the case. Also, the adjustment for adjustment of required man-hours appears to be prohibited by the terms of the contract since the underrun in amount earned by the contractor was less than 10 percent. According to our computation, therefore, the amount which should have been deducted for deficiency in man-hours is $5,047 (10,094 man-hours at 50¢) instead of $1,094.50 as shown by the voucher.

Yours very truly,

W. H. LYNCH
District Engineer

By: F. E. Andrews
F. E. Andrews, Sr. Hwy. Engr.

FORM 2-H-1 2M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAGSTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 16 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 25, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

In reply to the inquiry of W. A. Reeves under date of August 16 in regard to rental of county equipment by Homer Johnson, contractor for the Enterprise-Joseph bridges of the Wallowa Lake Highway, would like to advise that we have received information from the County Engineer that the only piece of county equipment used by Homer Johnson on this project was a pile driver. This was loaned to Mr. Johnson without charge.

Very truly yours

W. C. WILLIAMS
Division Engineer

By C. D. Carlson

C. D. CARLSON
Office Engineer

CDC:MA

FORM S-K-1 RM 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

Mar. 8, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e

Dear Sir:

With respect to matters discussed in Mr. Williams' letter relative to Homer Johnson's claim on his Enterprise-Joseph contracts, I beg to say that Mr. Johnson has not yet submitted a claim.

He brought in here, some days ago, the final estimate in connection with which, he has been charged for unfurnished man hours and discussed the situation with me with the idea of trying to find out what his rights were before filing any claim.

I told him I would try to get all of the facts so that I would be able to advise the Commission in the event he filed a claim and would gladly tell him what I thought his rights were under the contract.

I have not had a chance to see Mr. Johnson since I got Mr. Williams' report, but will keep you advised as to developments.

Yours very truly,

J. M. DEVERS

JMD:FRC

RECEIVED
FEB 1938

254

March 5, 1938

Mr. J. M. Devers
O f f i c e

Dear Sir:

Regarding Williams' letter of March 5 to you, relating to Homer Johnson's claim on his Enterprise-Joseph contracts, No. 1797 and No. 1857, advise this is the first I have heard of the matter. Will you please submit the claim to this office so I can review it?

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 5, 1928

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. J. H. Devers, Attorney

Dear Sir:

Reporting on the claim of Homer Johnson on his Enterprise-Joseph contracts, #1797 and #1837, which you brought to my attention under date of March 3:

Contract #1837 is for bridges constructed and this work was handled entirely through Mr. Paxson's office and his field engineers. The division office had no connection with this job and it will be necessary that you secure information relative thereto from Mr. Paxson's office.

The grading and surfacing job, according to records in this office, showed an underrun of seven per cent. Mr. Johnson's bid, after deducting the lump sum reductions of $2500, was $81,989.50. Total payments to the contractor on this job, as per the semi-final estimate submitted from this office, was $76,042.90. This latter figure is subject to correction in the Salem office, as it may have been changed slightly in checking the final estimate and I would suggest you get the exact figures there. Of the $76,042.90 to be paid Johnson, $4,785.06 was in payment for rock manufactured under price agreement and some screen rejections that were purchased. While these items were not included in his original contract, they were a part of his contract in that he was allowed credit for man hours used in the production of this material. Therefore, it appears that this amount should be included as a part of the payments of his original contract and that the underrun is only seven percent instead of thirteen percent, which it would have been if payment for this crushed rock were eliminated.

COMMISSIONERS
HENRY F. HAMBLY, CHAIRMAN, PORTLAND
R. H. BALDOCK, PENDLETON
F. E. [illegible], JACKSONVILLE

H. M. MCALEVER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 3, 1930

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. K. Devore
Subject: Mr. Homer Johnson's claim,
Contracts ninety and first.

Page 2

The specifications upon which he bid the job stated that no underrun of less than ten per cent would be considered in the lowering of man hours of labor. As the underrun was less than ten per cent, I can not see where Johnson has a legitimate claim in regard to the contract underrun.

As to his claim that he was unable to secure sufficient men for the job: There is some merit in his contention in this respect as during the early progress of the work he could not secure sufficient certified men. The contract called for men to be taken from the relief rolls and the employment agency furnishing men to them was unable to furnish a sufficient number from the relief rolls. Johnson hired men not on the relief rolls and these men were not certified, so that he was not given credit for the labor performed by these men. Later on, a considerable number of these men were certified and Johnson was given an credit for the work they had performed prior to their certification. It is, therefore, my opinion that Johnson should be entitled to some consideration for the failure of the employment agency to furnish his men when requested. I believe he should be given credit for all men that worked on the job, inasmuch as men not certified were used only when the employment agency could not furnish men of relief.

In [illegible] this letter I advise you that you would have to secure [illegible] relative to the bridge contract from Mr. Bonar's office. I would like to add that I can see no connection between the two jobs, as they were entirely separate contracts and any [illegible] of men hired on the bridge job should have no bearing on the number of men hired on the other contracting job.

Very truly yours

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RHB:mcs
cc: Mr. H. Bonar

RECEIVED
JUN 2 1937
FOR FILING

May 26, 1937

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sirs

Reference is made to your letter of April 30th, concerning the final estimate for the Enterprise-Joseph Project (Contract No. 1797).

I will say first of all that in this matter we can give no consideration to conditions obtaining on other projects. If you were not adequately compensated in connection with other projects, that situation should have been taken care of before settlements for those projects were accepted.

With that feature of your claim disposed of, your claim resolves itself into the following items:

1. Claim for extra compensation because of amount earned under contract being less than the contract amount.

2. Claim for exemption from employment shortage charge because of inefficiency of labor obtained and because quantities of work performed and paid for were less than the contract quantities.

In making the first of these two claims, you were under the impression that the amount of the underrun was 11.5 per cent. The correct percentage is 7.3, which is neither an unreasonable nor unusual variation. The plans for the work indicated that the contract quantities were approximately 10 per cent in excess of the net estimate, which fact together with the general knowledge of contractors that variations up to 10 and even 15 per cent are to be expected, quite definitely eliminates an underrun of 7.3 per cent as a basis for a claim.

With reference to the claim for exemption from the employment shortage charge, our investigations fail to bring to light any information indicating either that the difficulties experienced in obtaining labor were any greater than should reasonably have been anticipated or that such dif-

ficulties were any greater than were experienced by many other contractors who made no complaint. Investigations of complaints made by you during the progress of the work did not reveal any particularly serious conditions, and in this connection your attention is called to a special meeting held by the Highway Commission at La Grande to consider your complaints, which meeting you failed to attend, sending instead your superintendent who reported that all difficulties were settled.

To make a reduction in the number of man-hours of labor required to be furnished on the project, on the grounds that the amount of work was less than the contract quantities indicated, is also out of the question as the specifications are very specific in their prohibition of such a reduction unless the amount of the underrun is in excess of ten per cent. There is still a possibility, however, of securing the Bureau's approval of a reduction in the rate at which the charge for employment shortage is to be made, and, if you will execute the enclosed supplemental agreement, I will endeavor to obtain this reduction for you. Further than that, however, there can be no deviation from the original specification.

If you have had to take a loss on this project, I am very sorry for that, but, after giving careful consideration to all circumstances involved, my conclusion is that the final estimate tendered you provides all the compensation that can reasonably be allowed you under the terms of the contract.

Very truly yours,

State Highway Engineer

Encl.

10M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 21st, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

REFERRED TO
Probert
By State Highway Engineer

From

Dear Sir:

Reference is made to the April 30th letter of Homer G. Johnson protesting against the final estimate on the Enterprise-Joseph contract, with particular reference to the deduction for man hours of labor unused and the $2,500.00 lump sum reduction which he offered to make if awarded both the Enterprise-Joseph and Island City-Cove projects.

The Enterprise-Joseph contract was under the Works Program "alternate plan", in which the specifications were very plainly written as follows: "It is understood and agreed that the contractor in figuring his bid has taken into consideration the fact that the amount of employment to be furnished as specified is to be the same even though the amount earned by him may be less than the contract amount, and it is understood and agreed that unless the amount earned by him underruns the contract amount by more than ten (10) percent there shall be neither a waiver of the required employment provision nor any participation by the state in the expense of providing the specified amount of employment. If the amount earned under the contract underruns the contract amount more than ten (10) percent, the state willmake reimbursement to the contractor at the rate of fifty cents ($0.50) per man-hour for "x" per cent of the number of man-hours of employment specified to be furnished, "x" per cent being understood to be the difference between 10 per cent and the number of per cent by which the amount earned by the contractor underruns the contract amount. For example, if the amount earned underruns the contract amount by twelve (12) per cent and the number of man-hours of employment specified to be furnished is 50,000, then the state shall reimburse the contractor for 1,000 man-hours at $0.50 per man-hour, or a total of $500.00.

The term "contract amount" as used in the above paragraphs shall be understood to be the sum of the amounts arrived at by extending the estimated quantities of all bid items, as shown in the proposal form and in the contract form, at the respective bid prices.

The terms "amount earned by the contractor" and "amount earned under the contract" as used in the above paragraphs shall be unders tood

to be the sum of the amounts arrived at by extending the final pay quantities of the various items of work performed under the contract and all supplemental agreements, at the respective contract prices or supplemental agreement prices, plus whatever additional amounts may be paid to the contractor for extra work or additional work or allowed to him for any cause or reason."

These specifications are very explicit and without ambiguity. The contract amount is $81,989.50, the amount earned by the contractor is $76,016.53, which gives an underrun of 7%. Therefore, the contractor is not entitled to any adjustment but must furnish the specific amount of labor.

The bridge built by Mr. Johnson was under a separate contract, 1837, and was let as a separate contract without any connection with Contract 1797. Therefore, under our contract with the Government, we are absolutely helpless to apply any overrun in man-hours on the bridge contract to the surfacing contract. This is in line with our established policy and is confirmed by the many instances where contractors holding two or more contracts have been denied the right to compensate underruns on one contract with overruns on another.

The $2,500.00 lump sum reduction was a part of the bid items and cannot be adjusted any more than any other bid price. Had not this reduction been made, Mr. Johnson would not have been the low bidder and would not have received the award.

Johnson makes considerable over the fact that the final estimate underran the contract amount, but this is 7%, and it is well-known by Mr. Johnson and all other contractors that the Department makes a practice of adding ten percent to all items to cover unanticipated trouble which may develop. Therefore, since the underrun is only 7%, it would not seem that this contract is any deviation from our customary practice.

I can see no merit whatsoever in Mr. Johnson's claim against the employment office. The Works Program "alternate plan" was adopted for the purpose of using large quantities of relief labor, and all contractors knew that labor greatly in excess of the usual contractor's requirements were specified for each job. In response to Mr. Johnson's complaint that he was not getting competent men, the Commission held a special meeting at La Grande with Mr. Lintner and his local representative. Mr. Johnson was invited in ample time to be present, but was represented by one of his superintendents who stated that all labor difficulties had been satisfactorily settled. Mr. Johnson now attempts to claim that this superintendent merely represented the Island City-Cove job and was not speaking for the Enterprise-Joseph project. Mr. Johnson was given an opportunity to secure a reduction of penalty on the unused man-hours from $1.00 per hour to $0.50 per hour, but failed to sign the requisite form and take advantage of this reduction. If he had so done, it would have been a more than fair adjustment, as $0.50 merely represents the amount which the contractors had to add to their cost to cover the additional man hours and does not include the superintendents, foremen and incidental expenses which were also added to handle the overhead on the additional man-hours.

To: R. H. Baldock
Subject: Enterprise-Joseph Contract
Johnson Complaint

5/21/37
Page 3

If Mr. Johnson will sign the sheets providing for the reduction of the penalty from $1.00 per man-hour to $0.50 per man-hour, that is all the adjustment to which he is entitled, being in full accord with our policy in handling contracts under the "alternate plan".

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

HOMER G. JOHNSON
HIGHWAY CONTRACTOR

Home Office:
IMPERIAL HOTEL
PORTLAND, ORE.

Home Address:
ROSEBURG, ORE.

Portland,Ore. REPLY TO
April 30, 1937.

Mr. R.H. Baldock,
State Highway Engineer,
Salem,Ore..

Dear Sir:

Subject- Enterprise-Joseph Contract
No. 1797.

I am returning herewith final estimate sheets and voucher for the above contract, unsigned.

I note you have deducted for 5467 man hours of labor unused at $1.00 per hour, which makes a total of $5467.00. I also note you have deducted $2500.00 lump sum which was according to contract where both this project and the Island City-Cove project were awarded in conjunction.

You will note from the final estimate that you have cut this contract short approximately 11-1/2%, and that you cut the Island City-Cove contract approximately the same amount. I do not think it is fair to deduct this number of man hours or in fact, any amount due to the fact that had we completed the full amount of the work, called for in the bidding schedule, it would approximately use up the unused man hours which you have deducted for. Furthermore, you assumed a certain obligation to furnish us labor through the employment office which would be satisfactory, and in a reasonable time so that we could carry on the work under this project with diligence and efficiency. If you will review a letter which I sent to you on July 10th last, stating the unsatisfactory service that you had given us in this respect and investigate the actual facts which existed during the progress of this job in regard to the supply of labor furnished us I believe that you will agree that the State did not fully comply with their obligation to me, even though the employment service may have done the best within its ability.

You may also note that upon and examination of contract No. 1837 which was for building a bridge within the boundaries of contract No. 1797, you will note that upon that contract I used approximately 5079 man hours, ~~approximately~~ more than I was required to do which there is no reason why I should not have credit for this over-run on this contract, if I was to be penalized for the under-run on the grading contract,

and if this credit was given it would practically balance the difference charged against me on the other contract. I might add the additional information that if competent help had been furnished me as agreed upon, in doing the bridge work that this over-run might have been saved to me in money.

At the taking of the contract for the two above jobs, and also for the Island City-Cove project, I fully was aware of the excess man hours required in these contracts and provided funds in the bids for taking care of same and on both the Enterprise-Joseph and the Island City-Cove project, several thousand men hours were consumed in work that could have been done with ~~very much~~ less labor and expense had I not felt it my duty to live up to the spirit of this requirement which I fully understood when I bid the projects.

In regard to the $2500.00 reduction which was offered as an incentive for you to make the award of both the Enterprise-Joseph and the Island City-Cove projects as a unit, you will fully understand that this was offered with a view of giving you the benefit of a saving which would result by the securement of the additional amount of work which the LaGrande-Island City-Cove project would provide in addition to the other project. You will also note that the Enterprise-Joseph project was mostly in the line of a surfacing job which required the movement of a heavy shovel, a large amount of trucks, a rock crushing plant, several large graders, and tractors and scrapers and various miscellaneous equipment, a long distance, from Portland and vicinity to Enterprise and back, and had these jobs not been cut short such excessive amounts, especially the Enterprise job, I could have made several thousand dollars due to the less overhead per item of work done and due to the additional profit which would result from doing the increased quantities. You will particularly note that the items of gravel topping and gravel borrow, and the hauling of same on the Enterprise-Joseph job especially, which were the good pay items of this project were cut exceptionally short, in fact, approximately 20% which is more than there is any reason for the engineers to miss their calculations.

I am suggesting a settlement which I think will be fair and a matter of compromise of these matters set forth, and that is, for you to return a new final estimate

sheet without any deductions made for unused man hours, this being fully offset by the over-run on the bridge contract, and the loss of efficiency due to the poor service the employment office gave us on both of these projects. And that you split the $2500.00 reduction and make same $1250.00 as a compromise for your failure to use quantities nearer to the bidding quantities which is your usual custom and practice, and which was anticipated in my bid offered you, and which was accepted.

I returned to you yesterday the final estimate on the LaGrande Project, Contract No. 175, with the sheets signed for a reduction of penalty on the unused man hours on that project from $1.00 per hour to 50¢ per hour, and when the final estimate is changed accordingly I will sign same and return to you, which will permit final settlement on this project. On the LaGrande job your service from the employment office in regard to supplying labor for it, was much more satisfactory and practically as good as we expected; this was due to it being more adjacent to a larger supply of labor in the LaGrande vicinity than what the Enterprise project was. Your local engineers I am sure will advise you that we lived up to the spirit of the contract by employing considerably more labor on this project than what was actually needed, and which furnished the extra employment which was intended to be furnished.

Yours very truly,

Homer G. Johnson

HGJ.f

NOTED
WEBB

RECEIVED
MAR 24 1937
FOR FILING

March 22, 1937

Mr. R. H. Baldock,

Office.

NOTED
State Highway Engineer

You will recall that I discussed with you a brief conference for Tuesday on the Homer Johnson claim. I find that Tuesday will be satisfactory for H. G. Smith. I am leaving town today, but will be back so that we can meet tomorrow afternoon and I will get in touch with you as soon as I get back.

J. M. DEVERS

FORM S-A-1 1000 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

66 66

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED FOR FILING

258

February 3rd, 1957

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

In accordance with instructions, I have investigated the complaint made by W. H. Lynch on the Enterprise-Joseph Section, Contract No. 1797, Federal Project WPMS 258, and the Island City-Grand Ronde River Section, Contract No. 1795, Federal Project WPMS 259, Homer Johnson, Contractor. This complaint stated that some of the crew working on this job were shown on the payroll transcripts as certified while the M.R.S. records show these men as not being certified.

My investigation shows that men were ordered for the positions indicated in this complaint, and that the M.R.S. could not furnish the men necessary in proper time, that the M.R.S. tried to fill these orders from Portland and other districts and that the service was very slow to the extent that the contractor had to hire the men as he did or the job would not have been able to operate. To further support my investigation, I wish to refer to a meeting of June 8th, held at Lintner's office, which was attended by Mr. Baldock, W. H. Lynch, Tom Davis, Guy V. Lintner, Henry F. Cabell, yourself and I. At this meeting this very condition was discussed especially in the case of Homer Johnson not being able to obtain labor of the intermediate and common classifications. It is interesting to note that in Mr. Lynch's letter the first date at which men were claimed as not being certified was June 15th, or just a few days after the above mentioned meeting. In regard especially to a few of the skilled and intermediate workmen of the oiling crew on these jobs who were residents of the State of Washington, it has been found that a scarcity of labor already existed in this state for this class of workmen when the order was placed, which is dated August 11th.

This is substantiated by the fact that Harold Blake had certified to him men from the State of Washington to comprise his oiling crew, and that these men were working for him as of August 15th and that oiling operations started on Homer Johnson's job about August 29th.

I recommend that the hours of employment which Mr. Lynch claims are not certified should be claimed by the contractor as certified due to the foregoing conditions.

It is further mentioned that Homer Johnson was required to furnish on the Enterprise-Joseph job, 45,000 man hours of labor certified by the M.R.S.

H. S. GALVIN
F. L. VON ALTEN
E. B. ALDRICH, TEMP.
HENRY F. CABELL, CHM.
COMMISSIONERS

and that he furnished 42,922 hours of employment including all labor used on the job. Of these hours, 3,589 were not claimed as certified, which left 5,467 hours short of the amount required, for which adjustment is being made in the final estimate. On the Island City-Grand Ronde River job, it was required that the contractor furnish 28,000 man hours of labor certified by the U.E.S. It is found that he accumulated a total of 28,319 hours of employment including all labor used on the job, of which 2,521 hours were not claimed as certified, which leaves 202 hours short of the amount required, for which adjustment is being made in the final estimate. This makes a total adjustment of 5,669 hours being applied to these two jobs.

Very truly yours,

Ray Webber

Ray Webber
Labor Regulations Engineer

RW:AR

cc to: R. H. Baldock
H. H. Probert

#1797

RECEIVED
JAN 16 1937
FOR FILING
258

RECEIVED
JAN 15 1937
OREGON
STATE HIGHWAY COMMISSION

January 14, 1937

Brisbane & Mansfield
Agents of Maryland Casualty Company
Lewis Building
Portland, Oregon

Gentlemen:

We have a claim against Homer G. Johnson for $18.45 for material furnished last August arising out of his contract with the State Highway Commission, for construction work on the Wallowa Lake Highway, between Enterprise and Joseph.

The contract is State Highway Commission No. 1797 for regrading, surfacing and oiling. We understood, he furnished the State a Surety Bond through you Company for protection of claims and we hereby submit our claim for this amount.

Yours very truly,

SNYDER LUMBER COMPANY, INC.

By: Mgr.

IES:LP

cc-Oregon State Highway Commission

RECEIVED
JAN 7 1937
FOR FILING
258

#1797
X

January 6, 1937

Standard Oil Company of California,
Walla Walla, Washington.

Attention: Mr. J. Jacobson.

Gentlemen:

In response to your inquiry of January 4th you are advised that the Homer G. Johnson Contract No. 1797, Enterprise-Joseph Section in Wallowa County, was completed on September 22, 1936. This contract will probably be accepted by the Highway Commission on January 7, 1937.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

RECEIVED
JAN 5 1937

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.

January 4, 1937

RECEIVED
JAN 5 1937
STATE H.C. COMMISSION

Homer Johnson
Oregon State Highway
Contract No. 1797

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

It is our understanding that Mr. Johnson has completed his work on the above-numbered project comprising regrading, surfacing and oiling 5.98 miles of Enterprise-Joseph Section of the Wallowa Lake Highway in Wallowa County.

If this job has been completed and accepted by your office we would appreciate your advising the date of final acceptance.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager
By E. Jacobson EBG
District Credit Man

EBG:DH

#1797

258

December 15, 1936

Snyder Lumber Company

Enterprise, Oregon

Attention: L. E. Snyder

Gentlemen:

This acknowledges your letter of the 14th instant advising us of your claim in the amount of $18.45 against Homer G. Johnson same arising out of his contract with the State Highway Commission for construction work on the Wallowa Lake Highway between Enterprise and Joseph.

The contract to which you refer is State Highway Commission contract No. 1797 for regrading, surfacing and oiling the Enterprise-Joseph Section of the above mentioned highway. In connection with this job Mr. Johnson furnished the State a surety bond for the protection of claims. This bond was written by the Maryland Casualty Company for whom Brisbane and Mansfield are local agents with offices in the Lewis Building, Portland. We offer you this bond for the protection of your claim and suggest that you file your claim with the bonding agents.

If you secure no satisfaction by so doing, then file your claim with the Secretary of State in accordance with provisions of Chapter 280, Oregon Laws 1931, a mimeographed copy of which is inclosed for your information.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

encl.

cc Mr. Homer G. Johnson

REFERRED TO
BY SECRETARY

December 15, 1936

Maryland Casualty Company
Brisband & Mansfield Agents
Lewis Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Snyder Lumber Company, Enterprise, Oregon, for material furnished Homer G. Johnson in connection with the construction of the LaGrande-Wallowa Lake Highway between Enterprise and Joseph, State Highway Commission contract No. 1797.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by Mr. Johnson in connection with this job.

Very truly yours,

H. B. Glaisyer
Secretary

AM

cc - Mr. Homer G. Johnson

Snyder Lumber Company, Inc.

WALLOWA COUNTY BUILDING AND FUEL HEADQUARTERS

D. E. Snyder, Manager

ENTERPRISE, OREGON

RECEIVED
DEC 15 1936
OREGON

December 14, 1936.

State Highway Dept.
Salem Oregon.

Gentlemen:

We have a claim against Homer Johnson for material furnished him in August this year for construction of the LaGrande Wallowa Lake Highway job between Enterprise and Joseph.

We have rendered statement and written him several times and no response.

Amount 18.45

Yours very truly,

Snyder Lumber Co., Inc.

By D E Snyder Mgr.

ACKNOWLEDGED
H B GLAISYER

258 PROTEST

#1797
X

December 4, 1936

Maryland Casualty Company
Brisbine & Mansfield, Agent
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1797 for the construction of the Enterprise-Joseph Section of the Wallowa Lake Highway in Wallowa County has been completed by the Contractor, Homer G. Johnson, and that final settlement will be made by the State with said contractor for work done under this contract, on or after December 14, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $70,549.53, including the final payment. Of this amount $207.01 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

RECEIVED
DEC 3 1936
FOR FILING
254

December 2, 1936

Maryland Casualty Company,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1857 for the construction of a bridge over Wallowa River on the Wallowa Lake Highway in Wallowa County has been completed by the contractors, Homer G. Johnson, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 12, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $59,931.40, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
TOU VELLE, JACKSONVILLE

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

258

RECEIVED
OCT 28 1936
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

October 28th, 1936

Mr. H. G. Smith
Construction Engineer
O f f i c e

Dear Sir:

In compliance with your request of October 19th, that I examine the status of the uncertified labor on the Enterprise-Joseph Section of the Wallowa Lake Highway, Contract #1797, Homer G. Johnson, contractor, I find the following:

Actually certified to date	36,454
Investigation shows that some workmen were certified toward the end of the work, and their hours were not made retro-active from the date of certification. The procedure of retro-active man hours being certified in cases such as this has been approved by the Bureau of Public Roads, and we have had occasion to use same on Harold Blake's job at Ashland. I figure the hours which can be classified as retro-active on this job amount to—	3,079
Total hours possible to claim as certified	39,533
Total hours of N.R.S. labor required by contract	45,000
Man hours short under contract	5,467

There was used on this job a total of 42,922 man hours of labor including every class shown on the payroll transcripts.

An adjustment is possible in the required man hours and penalty if the completed contract is over 10% under the contract amount. However, the contract amount is $81,989.50, and the work completed by the contractor according to the semi-final estimate is $78,337.23, a difference of $3,651.27 or an underrun of a little more than 4%.

It will be claimed by Homer Johnson that all man hours worked on this job are eligible to apply to the man hours required. I advised Homer Johnson, on March 31st, just as this job was starting, that credit could not be obtained for any hours worked not certified by the N.R.S. Also, on

NOTED
State Highway Engineer

H. E. CRAIGHEAD, SECRETARY
L. L. VON ALLEE, JACKSONVILLE
[illegible], HENDERSON
[illegible], CHAIRMAN, PORTLAND

April 27th, Homer Johnson appeared at this office and claimed that he was entitled to receive credit for all hours worked on this job whether certified or not, making reference to skilled and supervisory employees. Mr. Low and I explained to him that only the hours of men certified by the N.R.S. could apply, and that it was not the duty of the N.R.S. to furnish skilled men, but that they would furnish skilled men if requested to do so.

This job started on March 20th and was completed on October 3rd.

Very truly yours,

Ray Webber

Ray Webber
Labor Regulations Engineer

RW:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
RAY P. CABELL, CHAIRMAN, PORTLAND
C. ALDRICH, PENDLETON
L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

258

IN REPLY PLEASE REFER TO FILE NO.

October 19th, 1936

Mr. Ray Webber
Labor Regulations Engineer
O f f i c e

Dear Sirs

Your attention is called to a letter from W. C. Williams regarding the final estimate on the Enterprise-Joseph Section of the Wallowa Lake Highway. In this letter he states that Johnson had 42,589 hours of labor, of which amount 6,381 was uncertified labor, making a net amount of certified labor of 36,208 hours, an underrun of 792 hours.

Will you kindly examine the status of the 6,381 hours of uncertified labor, as without doubt Johnson will make claim for credit for that item.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-24-1 5DC 9-50

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER

LA GRANDE, OREGON
October 17, 1936

252

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Along with the semi-final estimate of the Enterprise-Joseph Section, there is being submitted Force Account Work Orders in the amount of $205.67. These orders cover several small features of the work upon which Mr. Johnson requested additional payment. Inasmuch as the items of work covered were not a part of the original contract, Johnson is entitled to the payment as indicated by the Extra Work Orders.

There is also being submitted Price Agreement No. 5, which price agreement covers a purchase of 975.9 cubic yards of 1½" - 0 crushed rock surfacing materials in stockpile. These surfacing materials will be valuable for maintenance purposes, we having a special need of such materials on a three mile section of the Little Sheep Creek Secondary highway immediately adjacent to Joseph. Mr. Johnson agreed to sell these materials for 50¢ per cubic yard and it was contingent upon the purchasing of the materials that all work pertaining to his contract items would be satisfactorily cleared in the field.

There will be no claims submitted for any additional work from the field by Mr. Johnson, although I do know that he will take exception to any deductions that might be made for underrun of the specified amount of man hours labor. This by reason of the fact that the project underran approximately $11,000.00, of which amount approximately $8600.00 was the underrun in contract items, or more than 10% of the contract amount after the $2500.00 lump sum deduction was

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Semi-final estimate, Enterprise-Joseph Section. Crushed Rock Price Agreement #3. Man Hrs. Labor.

made. Owing to this underrun of more than 10% of the amount of the contract, it would appear that Contractor Homer Johnson should be given consideration for the underrun of man hours labor. The exact hours of labor furnished can be secured in your office, but we have kept a record here, which record shows that Johnson used a total of 42,589 hours labor, but of this amount 6,381 was uncertified labor and, therefore, can not be counted according to the terms of the contract. This leaves a net certified labor total of 36,208 hours, or an underrun of 8,792 hours under the specified 45,000 hours. What disposition you which to make of this underrun of labor is entirely within your discretion, but if there is any manner of showing some leniency to Mr. Johnson, I would recommend the same, as work on this contract was performed in very satisfactory manner and it appeared that Johnson was striving to do a job in satisfactory manner and without making the usual number of claims, etc., that has been evident on his former jobs.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

254-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPMS 258-A, Enterprise-Joseph Section, Wallowa Lake Highway, Wallowa County, was made by a representative of this office on September 24, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

Form 388--5M--11-36

258

C ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 26, 193 6

Section Enterprise - Joseph

Highway Wallowa Lake

Contractor Homer G. Johnson

Date of contract November 30, 1936

Date work started March 20, 1936

Amount of contract . . . . . $ 81,889.50

Estimated cost of completed project, exclusive of engineering . . . . . $ 76,960.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 4571.53, 5.94 %

Kind of work Grading, surfacing and oiling

Section prefix 32-1103

Contract number 1797

Date of completion October 30, 193 6

Estimated date of completion September 22, 193 6

Per cent of time elapsed 89.5 %

Date project was completed ....., 193.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job was finished on the 22 of this month.

Mr. Sargent made the final inspection for the B.P.R. on the 24 of the month.

The final estimate is all made out except for some force account and a settlement on screen rejection materials left on the job.

RECEIVED
OCT 2 1936

Signed Edward Chuckley

Address LaGrande Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.95	5.95		5.95	
Miles partially completed					
Miles completed	5.95	5.95		5.95	
Total estimated quantities					
Estimated quantities moved or placed to date	all	all	all	all	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	7				

Percentages of men employed on contract to be secured from: LaGrande Employment office

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	~~Wallowa~~ COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6					1	7
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM S-A-1 21945 2M 8-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
September 24, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

In regard to the Enterprise-Joseph Section, Mr. Cabell first made mention of the fact that this section did not show on our maps as a Federal Aid Road some time ago, but at that time it did not seem advisable to attempt to correct the situation. Owing to savings in the first letting and a more lenient interpretation of the Federal rules concerning relief fund, it may be possible to construct this from relief funds and the budget has been adjusted to provide $100,000 for this construction. However, the Federal Relief funds are being adjusted and the rules modified every day so that a definite program cannot be planned. It is evident that relief funds not immediately contracted will probably be diverted to day labor and consequently you should submit this project immediately.

All our records indicate that the section stops at Sta. 2030+50 (M.P. 73.17) the intersection with the Joseph-Armin Road. At any event, this is sufficient to use all funds that can be diverted, so kindly expedite these plans in every possible way.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM S-E-1 2500 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

258

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 23, 1936.

Bureau of Public Roads
Box 3900
Portland, Oregon.

Gentlemen:

Re: Wallowa River Bridge & Culverts,
WPWS 258

Under date of July 18, we wrote you asking your approval of an extension of time on the above mentioned project. Our records do not show that we have received an answer from this letter.

For your information, this project was completed August 7, 1936, and an extension of 23 days is sufficient to clear the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc H. B. Glaisyer

HOMER G. JOHNSON
HIGHWAY CONTRACTOR

Home Office:
IMPERIAL HOTEL
PORTLAND, ORE.

Home Address:
ROSEBURG, ORE.

25K

REPLY TO La Grande Oregon

Sept,1st,1936

Oregon State Highway Comm,.

Salem, Oregon.

It is agreeable to me that the Seal Spesification on the Enterprise to Joseph Job,Contract #1797 be changed from a double seal to a single seal, Using #3 Road Oil and that the unit prices for the materials used be the same as specified in the contract.

Signed.

Homer G. Johnson.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. WPMS 258

POST OFFICE BUILDING
PORTLAND, OREGON

July 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Jso

ER-A4pr- 3143

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

9—5818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of June, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 31st day of October, 1935, a project statement, which was approved by the Secretary on the 18th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [illegible] said project which were recommended for approval by the United States District Engineer on the 14th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety-nine thousand, four hundred twenty-seven and 90/100

dollars ($ 99,427.90) as the share of the United States payable under said act on account of [illegible] said project, which [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935, (Public Res. No. 11, 74th Congress).

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1728+06.1 on River Street at Residence Street in the Town of Enterprise, and survey station 2044+00 at the intersection of the Wallowa Lake Highway and the Little Sheep Creek Highway in the Town of Joseph (excepting therefrom that bridge between survey stations 1877+90 and 1879+25),

, length 5.994 miles, in Wallowa County, being ~~Section~~ ~~of~~ Oregon U.S.Works Prog.Hwy. project No. WPHS 258, consisting of 5.983 miles of roadway and one bridge, ~~each~~ of more than 20 feet clear span, 0.011 of a mile in length. known locally as the Wallowa Lake Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of ninety-nine thousand, four hundred twenty-seven and 90/100 dollars ($ 99,427.90), certified to the Secretary of the Treasury as above mentioned, which [redacted] [redacted] the approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1937.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 20th day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F. L. DeVelle
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. D. Mann
Acting Chief, Bureau of Public Roads.

8—3513

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. U.S.Wks.Prog.Hwy. 259 State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 99,427.90 as the total estimated cost of said project, and the sum of $ 99,427.90 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~proportionment~~ said total estimated cost.

Done at the city of Washington, this 20th day of July one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. D. Stevens
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

2 5-8

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

During a recent inspection of the Enterprise-Joseph section of the Wallowa Lake Highway, Oregon WPMS 258, it was observed that the aggregates being stockpiled for later use in bituminous construction contain an objectionable amount of under-size and over-size material. A check in this office on reports of tests of Salem laboratory samples indicates that without exception the material has been reported as being unsatisfactorily graded.

In view of these facts, we do not consider the material now in stockpiles suitable for the proposed later bituminous construction.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

REFERRED TO
H G Smith
State Highway Engineer

258

July 17th, 1933

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Reference is made to your letters of July 2nd and 10th, concerning the aggregate for bituminous macadam on the Enterprise-Joseph Section of the Wallowa Lake Highway, WPMS 258.

I am attaching a letter from Resident Engineer Chidsey and one from Division Engineer Williams pertaining to these aggregates. These letters are self-explanatory and indicate that the material containing an excess of fines was not placed in the stockpiles.

The surfacing job being done by the contractor is first class in every particular, and the job as a whole has been unusually free from the difficulties usually experienced with this contractor. For this reason, I am particularly anxious to clear up any misunderstanding which may exist concerning the suitability of the stockpile material. Everyone who has examined it seems to feel that the material is entirely adequate for the purpose, and that the confusion has arisen over surfacing material in which the fines were desirable.

Very truly yours,

State Highway Engineer

#1837

258

July 13, 1936

Mr. Homer G. Johnson,
c/o Imperial Hotel,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of July 10th requesting an extension of time to August 15th on your contract No. 1837 - Bridge over Wallowa River and culverts on the Wallowa Lake Highway in Wallowa County.

You are advised that before your application can be presented to the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract.

Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to G. S. Paxson.

Mr. Paxson:

Herewith copy of his letter of application. Please advise of your recommendation and secure approval of the Bureau.

H. B. Gilday

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

July 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are in receipt of your letter of July 9th concerning aggregates now being stock-piled for future bituminous surfacing of the Enterprise-Joseph Section of the Wallowa Lake Highway, WPMS-258. Our letter of July 2nd, to which your letter responded, referred to the aggregates already stock-piled as well as those yet to be produced.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUL 20 1936

NOTED

RECEIVED
JUL 1936

REFERRED TO
M. Smith
By State Highway Engineer

2-K See me.

See Files

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

ock
Engineer
ighway Commission

H. G. Smith, Construction Engineer

he matter of crushed rock being stockpiled by
for oiling purposes on the Enterprise-Joseph
ontractor started stockpiling rock on June 17
re immediately submitted to Mr. Finkbiner's
e same time, field tests were made daily and
field tests showed the material as being satisfactory.

When results of laboratory tests were returned from Mr. Finkbiner's office, we immediately requested the contractor to make adjustments in his screens, which he did, and such adjustments were continued until, by June 27th, satisfactory rock was being produced on all sizes with exception of the 1½" to ¼" road rock. No effort was made in the field to make this size rock confors to specifications for the reason that the fines were very beneficial in aiding in the compacting of the surfacing material and, had the fines been removed, it would have been necessary to add fines at extra cost. You will remember that this same condition came up on the Wallowa job last year. As long as we are certain that not more than 50% of fines are incorporated in the surfacing materials, there is no object in attempting to remove the fines.

I will discuss further the various sizes of rock manufactured to date: The 1½" to 3/4" size, as submitted under date of June 19, had an excess retained on the 1½" and an excess passed the 3/4". The screens were immediately adjusted and second sample submitted and received in the laboratory on June 25: On this sample there was an excess passing the 3/4" screen, but you will note that 99.5% was retained on the ¼" screen, so that the rock passing was only a very small

G-M-1 500 12-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 10, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In regard to the matter of crushed rock being stockpiled by Homer Johnson for oiling purposes on the Enterprise-Joseph Section: The contractor started stockpiling rock on June 17 and samples were immediately submitted to Mr. Finkbiner's office. At the same time, field tests were made daily and field tests showed the material as being satisfactory.

When results of laboratory tests were returned from Mr. Finkbiner's office, we immediately requested the contractor to make adjustments in his screens, which he did, and such adjustments were continued until, by June 27th, satisfactory rock was being produced on all sizes with exception of the 1½" to ½" road rock. No effort was made in the field to make this size rock confors to specifications for the reason that the fines were very beneficial in aiding in the compacting of the surfacing material and, had the fines been removed, it would have been necessary to add fines at extra cost. You will remember that this same condition came up on the Wallowa job last year. As long as we are certain that not more than 50% of fines are incorporated in the surfacing materials, there is no object in attempting to remove the fines.

I will discuss further the various sizes of rock manufactured to date: The 1½" to 3/4" size, as submitted under date of June 19, had an excess retained on the 1½" and an excess passed the 3/4". The screens were immediately adjusted and second sample submitted and received in the laboratory on June 25: On this sample there was an excess passing the 3/4" screen, but you will note that 99.5% was retained on the ½" screen, so that the rock passing was only a very small

H. B. GLAISYER
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN
COMMISSIONERS
5-M-1 500 12-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Crushed rock stockpiled by Homer Johnson on the Enterprise Joseph Section.

July 10, 1936
Page #2

fraction of an inch under specified size. Further adjustments were made and sample reported by the laboratory on June 29 showed only 10% passing the screen and 99.8% retained on the ½". Sample reported on on June 30 was entirely satisfactory, showing only 5½% passing the 3/4" screen and only .3 of 1% passing the ½" screen.

For some reason, reports were not returned to this office for the 3/4" size rock submitted at the start of the work and the first report received was as of June 29th. This report showed 8% oversize and 11.6% passing the ½" screen. Of the oversize, none was retained on the 1" screen and of the undersize 99⅔% was retained on the ¼" screen, which shows that the rock was very close to correct size. An additional sample was immediately submitted and reported on under date of June 30. This sample was entirely satisfactory, showing only .8% oversize and 5% passing the half inch screen.

First sample of ½" to ¼" rock submitted showed an excess passing the ¼" screen, but 98% was retained on the No. 6 screen. Approximately the same results were shown on the test of June 25rd and further adjustmens were made in the screens. June 28 test showed 17⅓% passing the ¼" screen and of this passing, 99.6 % was retained on the No. 6 screen. A sample subaitted and reported on under date of June 30 showed the material satisfactory with only .5% oversize and 8.5% undersize.

The rock stockpiled is of exceptional quality and from my observation, is as good material as I have ever examined. An inspection of this material was made by Mr. Sargent, of the Bureau of Public Roads, while on one of his inspection trips, and he pronounced it entirely satisfactory, even when shown results of the screen tests.

H. B. GLAISYER
E. T. JON AELTE
E. B. ALDRICH
HENRY F. CABELL
COMMISSIONERS
1-1, 500 12-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Crushed rock stockpiled by Homer Johnson on the Enterprise-Joseph Section.

July 10, 1936
Page #3

I am submitting to Mr. Finkbiner's office samples taken from the stock piles for further reports, the reason for this being that the earlier samples submitted were taken by the inspectors from the bunkers. When only a few pounds at one time are taken from the bunkers, there is very apt to be a slight excess of fines in the mixture as the fines, for some reason or other, have a tendency of accumulating in the bottom of the bunkers. This is one reason why the earlier samples were not as satisfactory as the later ones.

At this time, however, I wish to point out to you the extreme difficulty we are having with all our crushing jobs since the 10% limitation on oversize was placed. In order for the contractor to secure no oversize whatsoever, he must use about 1/32" undersize screen, the result of this being that, while the oversize is improved, there is a tendency to secure more fines in the size of rock being screened. In other words, if for the 3/4" to ½" size a 1/32" undersize screen is used on the ½" size, oversize can not be eliminated in the ½" to ¼", but undersize results in the 3/4" to ½". From experience within this division, much better results were obtained when a 10% limitation was allowed in both undersize and oversize and to my knowledge rock manufactured under such allowances was satisfactory and I personally would very much desire to see this system reinstalled.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
N. M. Finkbiner

FOR

HE
E.
F.

H.

July 8, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Works Program Highway project WPHS 258-A, Enterprise-Joseph section.

A recent inspection shows the construction on the bridge on this project as 50% complete while the time elapsed is 85%. While this slow progress is partially due to delay on the contractor's part in starting work, we would suggest that the contractor be requested to use every effort to speed up construction.

Very truly yours,

W. H. LYNCH
District Engineer

(Original sent to H. S. Smith)

FORM S-M-1 600 12-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 8, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

I am enclosing herewith price agreement number one on the Enterprise-Joseph section of the Wallowa Lake highway in Wallowa county.

This price agreement covers the stockpiling of 2000 cubic yards of crushed rock maintenance materials which will be required for maintenance of oiled highways in the vicinity of Enterprise Contractor Homer G. Johnson has agreed to stockpile this material for $1.25 per cubic yard, which is a very reasonable price, and I will appreciate your approval of the price agreement.

Additional project authorization will be required in the amount of $2500.00

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:M.
enc.

cc R. H. Baldock
J. N. Bishop

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPMS 256

POST OFFICE BUILDING
PORTLAND, OREGON

May 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREGON

258-A

May 14, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On the estimate submitted May 4, 1936 as a basis for the project agreement for Oregon U. S. Works Program project WPMS 258-A, the Enterprise-Joseph Section of the Wallowa Lake Highway in Wallowa County, there was an apparent inversion of the labor cost and man hours for the bridge part, which we corrected before forwarding.

We also corrected the summary of lengths to show road-work as 5.983 miles; one participating bridge, 0.011 mile; one non-participating bridge, 0.026 mile; and cost per mile, roadwork, $15,681.75. Apparently this summary was prepared before the substitution of a culvert for the bridge at Station 1729.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-B-1 IN 4-36

COMMISSIONERS
HENRY R. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 11th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. G. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

With respect to the three orders for State Force Work on the Enterprise-Joseph Section of the Wallowa Lake Highway.

Inasmuch as the Bureau will not cooperate on the raising of these structures, it is incorrect to say that the money will be taken from the contingency fund. On the quantity summary sheets the total amount of these orders should be shown under the preliminary estimate, as State Force Work, in addition to the contract prices, and the actual cost of the work in the completed column when the work is finished.

While this may seem a technical matter, it is for the purpose of keeping our records straight so that the percentage of underruns will be correct.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

R. H. BALDOCK

FORM S-M-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 11, 1936

IN REPLY PLEASE REFER TO FILE NO. 192

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

It appears to me that the Bridge Department should assign either a Resident Engineer or at least an experienced Inspector to look after construction of box culverts and bridges on the Enterprise-Joseph Section. Resident Bridge Engineer C. C. Meisel does not have sufficient time to spare from the La Grande Undercrossing Project to look after these structures and Resident Engineer Chidsey does not have any experienced bridge inspectors on his engineering crew. Work is being carried on on these structures now and someone should be assigned immediately.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
G. S. Paxson

FORM S-H-1 500 - 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 11 1936

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 9, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith three orders for state force work on contract projects. All three orders cover the raising and widening of timber structures on the Enterprise-Joseph section of the Wallowa Lake Highway.

As you will remember, it was the requirement of the Bureau of Public Roads that all structures on this project be widened with the exception of the Prairie Creek bridge.

Additional project authorization will not be required as the cost of this work may be taken from the 4% contingency fund.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
~~G. S. Paxson~~

NOTED

258

May 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Enterprise-Joseph Section, Project No. NPRS 258.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

25-4

May 4, 1956

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Enterprise-Joseph Section, Project No. WPRS 258.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMS 258

ENTERPRISE-JOSEPH SECTION OF THE

WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

Roadwork

All Required		Clearing and Grubbing		$ 1,500.00
347	cu. yds.	Trench Excavation	$1.00	347.00
14,000	cu. yds.	Common Excavation	0.30	4,200.00
4,000	cu. yds.	Solid Rock Excavation	0.70	2,800.00
21,000	yd. stas.	Overhaul	0.02	420.00
1,200	yd. mi.	Truck Haul	0.16	192.00
30,560	cu. yds.	Special Borrow	0.27	8,251.20
47,790	yd. mi.	Hauling Special Borrow	0.12	5,734.80
5.98	miles	Finishing Roadbed and Slopes	200.00	1,196.00
7,500	lin. ft.	Rounding Cutbanks	0.10	750.00
574	lin. ft.	18" Corrugated Iron Pipe	2.00	1,148.00
50	lin. ft.	24" Corrugated Iron Pipe	3.25	162.50
20	lin. ft.	30" Corrugated Iron Pipe	4.00	80.00
70	lin. ft.	18" Corrugated Iron Siphon Pipe	2.50	175.00
80	lin. ft.	24" Corrugated Iron Siphon Pipe	3.75	300.00
240	lin. ft.	Salvaging Culvert Pipe	1.00	240.00
20	cu. yds.	Class "A" Concrete	25.00	500.00
32,000	cu. yds.	Selected Roadbed Topping	0.35	11,200.00
65,000	yd. mi.	Hauling Roadbed Topping	0.12	7,800.00
6,035	cu. yds.	Crushed Rock Surfacing	1.75	12,136.25
1,000	cu. yds.	Filler	0.40	400.00
1,800	yd. mi.	Hauling Filler	0.18	324.00
1,300	M-Gals.	Sprinkling	2.00	2,600.00
3,950	cu. yds.	Mineral Aggregate in Place	2.90	11,455.00
277	tons	No. 3 Oil in Place	28.00	7,756.00
75	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	2,250.00
				$83,916.55
		Lump Sum Reduction		Cr. 2,478.05
				$81,438.50

Culverts (Stas. 1729+34, 17[illegible]+00 and 1909+50)

78	cu. yds.	Excavation	$1.50	$ 117.00
106	cu. yds.	Class "B" Concrete	24.00	2,544.00
15,000	lbs.	Metal Reinforcement	0.06	900.00
All Required		Removal of Old Bridge, Sta. 1729+34		300.00
				$ 3,861.00
		Subtotal, Roadwork		$85,299.50
		10% Engr. & Cont.		8,529.45
				$93,828.95

Wallowa River Bridge

12	cu. yds.	Excavation	$1.50	$ 18.00
530	lin. ft.	Treated Piling	1.25	662.50
15	M-FBM	Treated Lumber	90.00	1,350.00
54	cu. yds.	Class "D" Concrete	24.00	1,296.00
13,000	lbs.	Metal Reinforcement	0.06	780.00
144	lin. ft.	Composite Handrail	3.00	432.00
		Subtotal, Bridge		$ 4,538.50
		10% Engr. & Cont.		453.85
		Total		$ 4,992.35

Length of Roadwork	5.978 miles	
Length of Wallowa River Br.	.012 "	(partic.)
Length of 2 Bridges	.020 "	(non-partic.)
Total Length	6.020 "	
Cost per Mile, Roadwork	$15,917.70	

Roadside Improvement (Footpaths)
(Sta. 1736+90 to 1750+80) (Contract Prices)

3	cu. yds.	Trench Excavation	$1.00	$ 3.00
440	cu. yds.	Special Borrow	0.27	118.80
220	yd. mi.	Hauling Special Borrow	0.12	26.40
26	lin. ft.	18" Corrugated Iron Pipe	2.00	52.00
65	cu. yds.	Crushed Rock Surfacing	1.75	113.75
50	cu. yds.	Mineral Aggregate in Place	2.90	145.00
3	tons	No. 3 Oil in Place	28.00	84.00
1	ton	Emulsified or Cutback Asphalt in Seal Coat	30.00	30.00
				$ 572.95
		Lump Sum Reduction		Cr. 16.95
		Subtotal		$ 556.00
		10% Engr. & Cont.		55.60
		Total		$ 611.60

Length (Excl. Brs.)	0.388 mile
Cost per Mile	$1,576.28

WPNB Funds Requested, - Roadwork- - - - - - - - - - - - - - - - $93,823.95
Bridge- - - - - - - - - - - - - - - - 4,992.35
Roadside Improvement- - - - - - - - 611.60

$99,427.90

	Roadwork	Bridge	Roadside Improvement
Estimated Labor Required	53,500 man-hrs.	1,800 man-hrs.	300 man-hrs.
Cost of Labor	$33,500	$3,300	$200
Cost of Materials	$ 9,000	$1,900	$100

State Funds for Constr: Chap. 175, Laws 1917; Chap. 71, Laws 1920
State Funds for Maint: Chap. 41, Laws 1927

258

April 8, 1936

Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

By express we are forwarding to you today a fully executed copy of contract #1837 awarded to you on March 13, 1936 for the construction of a composite pile trestle bridge over the Wallowa River, two concrete box culverts and extensions to three concrete box culverts on the Enterprise-Joseph Section of the Wallowa Lake Highway in Wallowa County.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP

FORM S.H-1 500 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 1934
HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
April 3, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

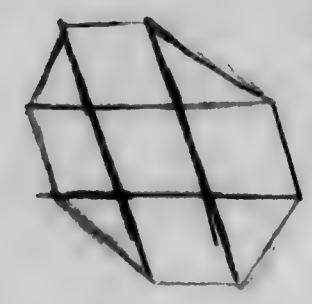
Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to yours of April 1 having reference to desire of Homer Johnson to use a quarry other than the specified one on the Enterprise-Joseph section:

I have gone into this matter quite carefully and made further inspection of the quarry sites in q uestion and in my opinion, it is just another one of Mr. Johnson's moods or unwillingness to do what is requested.

The quarry site specified in the provisions and which we purchased from Mr. Eggleson for $150 had a large test hole shot out which showed the nature of the rock and it is a certainty that in bidding the job Johnson was aware of the type of quarry he was bidding on. He shot out several holes in the quarry site and some showed inferior rock, but there is no question whatso ever as to his ability to secure the required amount of suitable rock from the quarry. There are only 4000 cubic yards of aggregate required and this amount can be selected from the better rock. Most of the quarry rock is suitable for road rock. The quarry that he wishes to use has been drilled, but no test holes have been shot and I am not at all certain that the other quarry would be any better than the one selected. Were we to purchase another quarry for Mr. Johnson, it would be admitting that the first quarry was not suitable and, furthermore, it would require us to look further in case the second quarry did not turn out well.



REFERRED TO
H G Smith
By State Highway Engineer

H. B. GLAISYER
F. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE No.

Inasmuch as we paid only $150 for the first quarry, it is quite probable that he can buy an additional quarry if he so wishes for a similar amount and if he expects to encounter any considerable difficulty in operating the designated quarry, it is a certainty that he would not raise such a "hallabaloo" over spending an additional $150 or $200 for an additional quarry.

Here is another thing that may have something to do with his furore about the quarry site: When he first moved on the job, he requested permission to screen out oversized gravel from the gravel topping pit and crush the gravel instead of the rock. Inasmuch as the abrasion on the gravel was quite high, I denied his request and he has been pouting about this ever since.

My recommendation is that we stand pat on the quarry designated, as I am certain that there is sufficient suitable rock therein and we shall take the necessary steps to see that only the good rock is used for aggregate. There is no diffe rence in the quarry now than when Homer Johnson bid on the same and thence there is no reason to humor him in what is only probably the first of many such whims that will appear on this present contract.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

FORM SHP 6M 1-55

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

April 1st, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Mr. Homer Johnson, contractor on the Enterprise-Joseph Section, called today concerning the possibility of our selecting another quarry. He states that the quarry selected on the Eggleson property is not satisfactory to him but that there is another quarry, which I understand to be still on the Eggleson property, with which he is satisfied.

He objects to purchasing the second quarry himself and thinks we should cancel the agreement on the first quarry and purchase the second in lieu thereof.

Will you kindly give this your consideration, and if it is possible to make the exchange for the same price, advise why the first was selected if there is another more satisfactory in the immediate vicinity.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

1217-A.

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

DAY LETTER (GOVERNMENT RATE COLLECT)

SALEM, OREGON
MARCH 25, 1936

BLAINE CASTEEL
EMPLOYMENT SUPERVISOR WPA
PENDLETON, OREGON

YOUR WIRE RE HOMER JOHNSON CONTRACT IS BEING FORWARDED OUR DIVISION ENGINEER W. C. WILLIAMS AT LA GRANDE FOR HANDLING STOP HAVE NO INFORMATION HERE RE JOHNSON'S PLANS

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

T217-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MARCH 25, 1936

W. C. WILLIAMS
DIVISION HIGHWAY ENGINEER
LA GRANDE, OREGON

PLEASE REPLY TO FOLLOWING TELEGRAM RECEIVED FROM BLAINE CASTEEL WPA EMPLOYMENT SUPERVISOR AT PENDLETON BEGIN QUOTE WE ARE ADVISED THAT ROAD CONSTRUCTION JOBS UNDER CONTRACT BY HOMER G JOHNSON IN UNION AND WALLOWA COUNTIES COMMA SCHEDULED TO START THIS WEEK COMMA HAVE BEEN DELAYED STOP CAN YOU GIVE US ANY DATA ON WHEN WE MAY EXPECT THESE JOBS TO START STOP NECESSARY WE KNOW THIS IF POSSIBLE SINCE WE HAD MADE ARRANGEMENTS TO RELEASE ONE HUNDRED MEN TO THESE CONTRACTS THIS WEEK STOP PLEASE WIRE GOVERNMENT RATE COLLECT TODAY END QUOTE

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

T217-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MARCH 25, 1936

W. C. WILLIAMS
DIVISION HIGHWAY ENGINEER
LA GRANDE, OREGON

PLEASE REPLY TO FOLLOWING TELEGRAM RECEIVED FROM BLAINE CASTEEL WPA EMPLOYMENT SUPERVISOR AT PENDLETON BEGIN QUOTE WE ARE ADVISED THAT ROAD CONSTRUCTION JOBS UNDER CONTRACT BY HOMER G JOHNSON IN UNION AND WALLOWA COUNTIES COMMA SCHEDULED TO START THIS WEEK COMMA HAVE BEEN DELAYED STOP CAN YOU GIVE US ANY DATA ON WHEN WE MAY EXPECT THESE JOBS TO START STOP NECESSARY WE KNOW THIS IF POSSIBLE SINCE WE HAD MADE ARRANGEMENTS TO RELEASE ONE HUNDRED MEN TO THESE CONTRACTS THIS WEEK STOP PLEASE WIRE GOVERNMENT RATE COLLECT TODAY END QUOTE

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1220-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(45).

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

1936 MAR 25 AM 9 52

MINUTES IN TRANSIT

FULL-RATE	DAY LETTER

PRC10 73 GOVT DL=XC=PENDLETON ORG 25 937A

R H BALDOCK=

OREGON STATE HIGHWAY COMMISSION

WE ARE ADVISED THAT ROAD CONSTRUCTION JOBS UNDER CONTRACT BY HOMER C JOHNSON IN UNION AND WALLOWA COUNTIES COMMA SCHEDULED TO START THIS WEEK COMMA HAVE BEEN DELAYED STOP CAN YOU GIVE US ANY DATA ON WHEN WE MAY EXPECT THESE JORS TO START STOP NECESSARY WE KNOW THIS IF POSSIBLE SINCE WE HAD MADE ARRANGEMENTS TO RELEASE ONE HUNDRED MEN TO THESE CONTRACTS THIS WEEK STOP PLEASE WIRE GOVERNMENT RATE COLLECT TODAY=

BLAINE CASTEEL EMPLOYMENT SUPERVISOR WPA DISTRICT ONE.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

March 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Highway Project WPMS 258, bridges on Enterprise-Joseph section of the Wallowa Lake Highway, to Homer G. Johnson, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

dr

FORM S-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 2nd, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

I noted Mr. Williams' letter to you advising that weather conditions are now satisfactory on both the Enterprise-Joseph Section of the Wallowa Lake Highway and the Island City-Grand Ronde Section of the Cove Highway.

We have been willing that you delay the starting of these jobs until the winter season was over, but now we must insist that you make arrangements to open up both jobs immediately and carry on continuously so that they may be completed within the time limit. When the time was fixed for these jobs it was anticipated that considerable delay would be necessary during the winter months, and therefore, there will be no ligitimate reason for an extension of time on the contract. The Bureau of Public Roads is refusing to cooperate on the engineering expenses after the time limit; therefore, the Highway Department cannot assume these obligations which are considered to be unjustifiable by the Bureau. I take this opportunity to warn you that any over-run of the time limit probably will cause you to be charged with considerable engineering expense.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. C. Williams

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

February 27, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Revised P.S.& E. documents for Oregon U. S. Works Program Project No. WPMS 258, covering construction of one bridge, two box culverts, and the extension of three other box culverts on the Enterprise-Joseph Section of the Wallowa Lake Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Dawson
Highway Engineer

FORM S-A-1 6M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 15th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

NOTED

Dear Sir:

I had recent advice from Mr. Williams that the weather has moderated at La Grande and Elgin so that there is no further reason to delay the starting of your jobs there. The winter as a whole has been very mild except a week or two sometime ago, and Mr. Williams had advised that starting had better be delayed, but indications now are that you can prosecute the work to good advantage through the balance of the winter.

Please hasten the repairs of your equipment and make arrangements to start this work at the earliest possible moment.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HCS:AR

cc to: R. H. Baldock

FORM S-M-1 SS108 500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 6, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. J. M. Devers, Attorney

Dear Sir:

With further reference to moving of fences, irrigation ditches, etc., on the Enterprise-Joseph section of the Wallowa Lake highway in Wallowa county:

In Mr. DeSouza's letter of January 2 he requested additional information as follows:

A. An itemized list of all properties on which the existing fences provide an adequate width of right of way for operations under the present contract.

The existing 60 foot right of way, which is entirely clear of all ditches or other obstructions, is adequate for operations under the present contract and in fact a roadbed width of 50 feet may be constructed without additional right of way between stations 1916 plus 72.9 and 2025. A list of these properties follows:

Jessie Jones, (on left) Sta. 1916+72.9 to 1930
W. O. Ward, (on right) Sta. 1916+72.9 to 1930
Molly C. Dancy (on left) Sta. 1930 to 1943+56
Elizabeth Flemming (on right) Sta. 1930 to 1943+56
Woolgrowers Wholesale Co. (on right) Sta. 1943+56 to 1957+
Mable Creighton (on left) Sta. 1943+56 to 1970+75
Fredrick Schelling (on right) Sta. 1957+ to 1970+75
W. C. Dorrance (on right) Sta. 1970+73.7 to 1984+31.5
Hugh Wilson (on right) Sta. 1984+30 to 1997+88
A. W. Schaupp (on left) Sta. 1970+75 to 1997+85
Fred Shinn, State Land Board (on left) Sta. 1997+88 to 2019+94
L. H. Russell (on right) Sta. 1997+88 to 2025+00
Jessie Amey (on left) Sta. 2019+94 to 2025+00

H. B. GLAISYER, ET AL
F. L. TOU VELLE, JACKSONVILLE
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, PORTLAND
COMMISSIONERS
28186 800 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 6, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. M. Devers, Attorney
Subject: Moving fences, irrigation ditches,
Enterprise-Joseph section
Wallowa Lake highway
Wallowa County

B. An itemized list of all properties on which it is necessary to move existing fences in order to carry on work under the present contract:

It is necessary to move existing fences over the entire project from the beginning of the project at station 1728+06.1 to station 1916+72.9. Provisions for the moving of all fences were taken care of in the right of way options secured or in two or three instances, condemnation suits were filed on very small tracts. The excavation necessary for moving of ditches on this section, the amounts of which were very small, were included in the contract as awarded.

In my letter reporting on the survey of this section under date of September 30, I advised in the third paragraph on page two that there was doubt as to need of acquiring additional right of way along Creighton Lane or between stations 1916+72.9 and the town of Joseph. Unless it is specifically required by the Bureau of Public Roads, I recommend that options do not be closed on properties included between these stations and we retain the existing 60 foot right of way as is.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
R. G. Smith

FORM S.H.-L.-S5150.-500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 4, 1936

IN REPLY PLEASE REFER TO FILE NO. ...

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Enclosed herewith is letter received from Elmer G. Johnson relative to starting of work on the Island City-Cove and Enterprise-Joseph sections of highway.

Since I requested Mr. Johnson to proceed immediately with construction operations, the weather has turned disagreeable and at this writing it is doubtful if he can accomplish much. I am, however, allowing him to move onto the job if he will do so.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock

FORM S-K-1 1000 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

258

January 2, 1936

NOTED:

Mr. W. C. Williams
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Dear Sir:

We have your letter of the 31st ultimo relative to the moving of fences, ditches, etc., on the Enterprise-Joseph section of the Wallowa Lake Highway in Wallowa County.

We have discussed this matter with Mr. Baldock and before proceeding further or making any final decision he has requested that we secure the following information:

(a) An itemized list of all properties on which the existing fences provide an adequate width of right of way for operations under the present contract. It is expected that on these portions the options will not be closed and that no additional right of way will be acquired.

(b) An itemized list of all properties on which it is necessary to move the existing fences in order to carry on the work under the present contract, and separate statements of the cost of the moving of fences and of the moving of irrigation ditches on these properties.

Yours very truly,

J. M. DEVERS

By J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

.258

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

December 9, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to P. S. & E. for Oregon U. S. Works Program Highway Project No. WPMS 258, Enterprise-Joseph Section.

The item of roadside improvements included in this project should be shown separately on the next program.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

258

December 2, 1935

Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission, at its meeting held on Saturday, November 30, 1935, awarded to you the contract for the 5.98 miles of regrading, surfacing and oil mat surface treatment on the Enterprise-Joseph Section of the Wallowa Lake Highway in Wallowa County, based on your bid of $84,489.50 which was submitted in combination with the Island City-Grande Ronde River project.

You may consider this letter as your authority and our request to start your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - S. H. Probert
W. C. Williams

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Highway Project No. WPMS 258, the Enterprise-Joseph Section of the Wallowa Lake Highway, to Homer G. Johnson, Portland, Oregon, who submitted the second low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

for

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

254

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 23, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

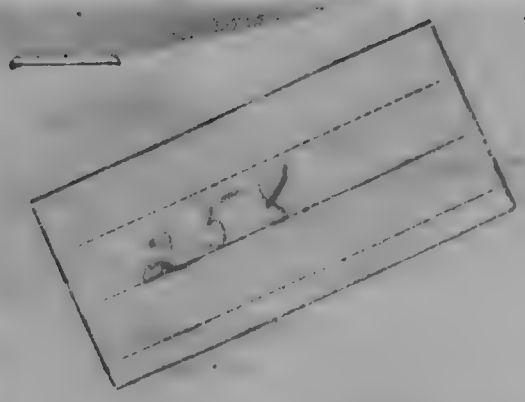
The Acting Chief of Bureau on November 18, 1935, approved the project statement for Oregon U. S. Works Program Project No. WPS 258, involving the improvement of 6.0 miles of the Enterprise-Joseph Highway, between a point in the town of Enterprise and a point in the town of Joseph, in Wallowa County.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer



November 19, 1935

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of November 14th, concerning the Enterprise-Joseph Section of the Wallowa Lake Highway, Project WPHS 258. This letter is to assure you that all cattle passes, box culverts and bridges on this section of highway will be adequately lengthened and/or widened before the completion of the resurfacing and oiling work.

It is our plan to handle the widening and lengthening of concrete structures by contract, and to request federal cooperation in that part of the work. The timber structures will be lengthened and widened by state forces.

Revised summary sheets on which the roadside improvement quantities are segregated from the roadway quantities are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 14, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

NOV 15 1935

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program project WPMS 258, the Enterprise-Joseph Section of the Wallowa Lake Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld until notice of approval of the project statement is received from the Washington Office.

It is noted that lengths are not shown for the box culverts at Stations 2019+77 and 2020+20 and that the culvert shown on the road log at M.P. 70.7 is not indicated on either the plan or profile. A field inspection of the project shows these structures to be less than the shoulder to shoulder width. Also the roadway width of the Prairie Creek bridge is 19 ft. Approval of the project is conditioned upon assurance being furnished by the State that the cattle passes and culvert will be adequately lengthened and the bridge will be widened before completion of the project.

It is requested that summary sheets be furnished showing the roadside improvement quantities segregated from the roadway quantities for submission to the Washington Office.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

254

November 9, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Enterprise-Joseph Section, Project No. WPMS 258.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Proj. No. [illegible]

ENTERPRISE—JOSEPH SECTION OF THE WALLOWA LAKE HIGHWAY

IN WALLOWA COUNTY

(Estimate to Accompany Plans and Specifications. Not on Basis for Project Agreement.)

Salem, Oregon, Feb. 25, 1936.

ROAD WORK (Contract Prices)

All Required	Clearing & Grubbing			$1,000.00
847 cu.yds	Trunk Excavation		$1.00	847.00
14,000 cu.yds	Common Excavation		.30	4,200.00
4,000 cu.yds	Solid Rock Excavation		.70	2,800.00
21,000 yd.sta.	Overhaul		.02	420.00
1,900 yd.mile	Truck Haul		.16	304.00
30,800 cu.yds	Special Borrow		.37	8,351.00
47,700 yd.mile	Hauling Special Borrow		.12	5,724.00
886 miles	Finishing Roadbed & Slopes		200.00	1,104.00
7,500 lin.ft	Rounding Outbanks		.10	750.00
574 lin.ft	18" Corr. Iron Pipe		2.00	1,148.00
80 lin.ft	24" " " "		2.25	180.00
20 lin.ft	30" " " "		4.00	80.00
70 lin.ft	18" " " Siphon Pipe		2.50	175.00
80 lin.ft	24" " " " "		3.75	300.00
360 lin.ft	Salvaging Culvert Pipe		1.00	360.00
20 cu.yds	Class "A" Concrete		25.00	500.00
38,000 cu.yds	Selected Hauled Topping		.35	11,200.00
65,000 yd.mile	Hauling " "		.12	7,800.00
6,825 cu.yds	Crushed Rock Surfacing		1.75	12,126.25
1,000 cu.yds	Filler		.40	400.00
1,500 yd.mile	Hauling Filler		.28	504.00
1,000 M.Gals	Sprinkling		2.00	2,000.00
5,000 cu.yds	Mineral Aggregate in Place		2.00	11,466.00
277 Tons	Hot Oil in Place		25.00	7,706.00
76 Tons	Emulsified or Cutback Asphalt in Road Coat		30.00	2,280.00
				$68,916.25
	Lump Sum Reduction		Cr.	2,495.25
				$61,420.00

Culverts (Sta. 1732+34, 1742+80 & 1822+80) (Estimated Prices)

76 cu.yds	Excavation	$3.00	$ 224.00
106 cu.yds	Class "D" Concrete	25.00	2,650.00
16,000 lbs.	Metal Reinforcement	.035	535.00
All Required	Removal of Old Drs. Sta. 1732+84		200.00
			$ 3,072.00

Subtotal, roadmark		$86,505.50
10% Engrg. & Cont.		8,650.55
Total		$95,156.05

Holloman River Bridge (Estimated Prices)

12 cu.yds	Excavation	$3.00	$ 36.00
520 lin.ft.	Treated Piling	1.50	780.00
15 M-FBM	Treated Lumber	100.00	1,500.00
54 cu.yds	Class "D" Concrete	25.00	1,350.00
15,000 lbs.	Metal Reinforcement	.055	715.00
144 lin.ft.	Composite Handrail	4.00	576.00
	Subtotal, bridge		$ 4,972.00
	10% Engrg. & Cont.		497.20
	Total		$ 5,469.20

Length of Road Work	5.978	Miles
" " Holloman Bro	.012	" (portion)
" " 2 Bros	.010	" (remainder)
Total Length	6.000	"

Cost per Mile, road work $15,917.70

Roadside Improvement (Dust palls)
(Sta. 1755+00 to 1750 + 00) (Contract Prices)

3 cu.yds	Trench Excavation	$1.00	$ 3.00
440 cu.yds	Special Borrow	.27	118.80
220 yd.mi.	Hauling Special Borrow	.12	26.40
26 lin.ft	18" Corr. Iron Pipe	2.00	52.00
65 cu.yds	Crushed Rock Surfacing	1.75	113.75
50 cu.yds	Mineral Aggregate in Place	2.90	145.00
3 Tons	No. 3 Oil in Place	28.00	84.00
1 Ton	Emulsified or Cutback Asphalt in Seal Coat	30.00	30.00
			$ 573.95
	Lump Sum Reduction	Cr.	18.95
	Subtotal		$ 554.00
	10% Engrg. & Cont.		55.40
	Total		$ 611.00

Length (Excl. Bridges)	0.388 Miles
Cost per Mile	$1,575.20

W.P.A. FUNDS REQUIRED

Road Work	$95,116.05
Bridge	5,400.00
Roadside Improvement	711.60
	$101,226.65

	Road Work	Bridge	Roadside Improvement
Estimated Labor Required	55,800 man hrs.	1800 man hrs.	870 man hrs.
Cost of Labor	$55,800	$3,300	$300
Cost of Materials	$ 9,000	$1,900	$100

Oregon State Highway Department

U. S. Works Program
Project No. WPMS 258

ENTERPRISE-JOSEPH SECTION OF THE

WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not an basis for project agreement.)

Salem, Oregon, November 9, 1935

Roadwork

All Required		Clearing and Grubbing		$ 500.00
347	cu. yds.	Trench Excavation	$ 1.00	347.00
14,000	cu. yds.	Common Excavation	0.25	3,500.00
4,000	cu. yds.	Solid Rock Excavation	0.75	3,000.00
21,000	yd. sta.	Overhaul	0.02	420.00
1,200	yd. mi.	Trunk Haul	0.20	240.00
30,560	cu. yds.	Special Borrow	0.30	9,168.00
47,780	yd. mi.	Hauling Special Borrow	0.15	7,167.00
5.98	miles	Finishing Roadbed and Slopes	250.00	1,495.00
7,500	lin. ft.	Rounding Cutbanks	0.10	750.00
574	lin. ft.	18" Corr. Iron Pipe	2.50	1,435.00
50	lin. ft.	24" Corr. Iron Pipe	3.50	175.00
20	lin. ft.	30" Corr. Iron Pipe	4.50	90.00
70	lin. ft.	18" Corr. Iron Siphon Pipe	3.00	210.00
80	lin. ft.	24" Corr. Iron Siphon Pipe	4.00	320.00
240	lin. ft.	Salvaging Culvert Pipe	0.75	180.00
20	cu. yds.	Class "A" Concrete	25.00	500.00
32,000	cu. yds.	Selected Roadbed Topping	0.30	9,600.00
65,000	yd. mi.	Hauling Roadbed Topping	0.15	9,750.00
6,935	cu. yds.	Crushed Rock Surfacing	1.50	10,402.50
1,000	cu. yds.	Filler	0.30	300.00
1,800	yd. mi.	Hauling Filler	0.15	270.00
1,300	M-Gal.	Sprinkling	1.50	1,950.00
3,950	cu. yds.	Mineral Aggregate in Place	2.50	9,875.00
277	tons	No. 3 Oil in Place	30.00	8,310.00
75	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	2,250.00
			Subtotal	$ 82,204.50
			10% Engr. & Cont.	8,220.45
			Total	$ 90,424.95

Length of Roadwork	5.983 miles
" " Bridges	.037 mile
Total Length	6.020 miles
Cost per mile	$ 15,113.64

Roadside Improvement (Footpaths)
(Sta. 172+30 to 175+30)

3	cu. yds.	Trench Excavation	$ 1.00	$ 3.00
440	cu. yds.	Special Borrow	0.30	132.00
220	yds. mls.	Hauling Special Borrow	0.15	33.00
26	lin. fts.	18" Conr. Iron Pipe	2.50	65.00
65	cu. yds.	Crushed Rock Surfacing	1.50	97.50
50	cu. yds.	Mineral Aggregate in Place	2.50	125.00
3	tons	No. 3 Oil in Place	30.00	90.00
1	ton	Emulsified or Cutback Asphalt in Seal Coat	30.00	30.00
			Subtotal	$ 575.50
			10% Engr. & Cont.	57.55
			Total	$ 633.05

Length (Exc. Brs.) 0.391 mile
Cost per mile $ 1,619.05

WPRR Funds Requested:

Roadwork	$ 90,424.95
Roadside Improvement	633.05
	$ 91,058.00

	Roadwork	Roadside Improvement
Estimated Labor Required	51,700 man-hours	300 man-hours
Cost of Labor	$ 30,400	$ 200
Cost of Materials	$ 8,200	$ 100

November 1, 1935

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement covering the Enterprise-Joseph Section of the Wallowa Lake Highway and to which has been assigned Project No. WPMS 258.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. [illegible]
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) October 31, 1935

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Department, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Enterprise-Joseph, Wallowa Lake Highway
a point in the town of Enterprise and a point in the town of Joseph

2. Between ~~control points of official description~~: _____ and _____

3. Between intermediate control points if used: _____ and _____

County of Wallowa

4. Length in miles (gross) 6.0 (net) 6.0

5. Preliminary estimate of cost: Total, $ 90,000; section of road to be first improved, $ 81,000, of which $ 9,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: _____
(Amount.)
Current Income Chap. 175, Laws 1917; Chap. 31, Laws 1920
(Source; refer to statute.)

(b) County _____
(Amount.) (Source; refer to statute.)

8—8072

PROJECT NO. [illegible]
STATE [illegible]

7. Funds for maintenance to be provided by State, from the following sources: Current Income: Chap. 41, Laws 1927

(State or (and)county.)

(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department.)

By

As Chairman

(Title of officer.)

By

As Commissioner

(Title of officer.)

By

As Commissioner

(Title of officer.)

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

ENTERPRISE - JOSEPH SECTION

WALLOWA LAKE HIGHWAY

WALLOWA COUNTY

PROJECT NO. WPMS-258

Scale 1"=2000'

Nov., 1935

ENTERPRISE

BEGINNING OF PROJECT

Cr.

Hurricane

END OF PROJECT

T 28
T 28
Nazaor
END OF PROJECT

CONTRACT# 1790, 1922

262-A & B Junction City-Eugene Sec. 1935

1798
1932

RECEIVED
AUG 6 1937
FOR FILING

242-11-13

#1922

August 5, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1922 for the construction of the Junction City-Siuslaw Junction and Arvard-Eugene Section of the Junction City-Eugene Secondary Highway in Lane County has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 14, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $100,042.95, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
JUN 26 1937
FOR FILING
2622 B

#1922

June 24, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company in connection with contract No. 1922, for the construction of the Junction City-Siuslaw Junction Section of the Junction City-Eugene Secondary Highway in Lane County. This payment will be made on or after July 5, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 888—5M—7-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 19, *193*7

Section Junction City-Siuslaw Jc. & Avard-Eugene *Kind of work* Paving

Highway Junction City-Eugene Secondary *Section prefix* 120-1019 (F. A. 26[illegible]-A,B)

Contractor Jacobsen-Jensen Company *Contract number* 1922

Date of contract October 1, *193*6 *Date of completion* July 31, *193*7

Date work started October 12, *193*6 *Estimated date of completion* Completed, *193*

Amount of contract . . . . . $103,088.00 *Per cent of time elapsed* %

Estimated cost of completed project, exclusive of engineering . . . . . $ 101,213.19

Per cent of contract completed, based on total contract price . . . . . 98 %

Engineering cost to date, $ 6,566.00, 6 % *Date project was completed* May 12, 1937, *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

-PROGRESS BY ENGINEER-

3 men, 3 days, complet ing Semi-Final Estimate.

The Semi-Final was dispatched to Mr. K. D. Lytle at Roseburg, Oregon Thursday 17th.

RECEIVED
JUN 21 1937
OFFICE OF
CONSTRUCTION ENGR.

Signed E. E. Applette Res. Engr.

Address Box 513 Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					3.96
Miles partially completed					3.96
Miles completed					3.96
Total estimated quantities					53,000 Sq. Yd
Estimated quantities moved or placed to date					52,680.5"
Average daily quantities					Completed
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM S-A-1 1000 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 26 1937
FOR FILING
962 A-B

OREGON STATE HIGHWAY COMMISSION

SALEM

May 24th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: W. A. REEVES

Dear Sir:

If you wish Mr. Umphletts to include in his price agreement the cement adjustment of the Mountain States Construction Company on the Eugene Overcrossing, please send him the notes as we have no direct record in the division office of this work.

At the time this work was done, the reports were made directly to the Bridge Department.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

FORM S-A-1 ORE 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 18 1937
FOR FILING

RECEIVED
MAR 1 8 1937
COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

March 16th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith two "Orders For State Force Work" on contract project Junction City-Siuslaw Junction and Ivard-Eugene Section.

If these meet with your approval, kindly approve them and send a copy of the orders to the Maintenande Department.

Please return the map, which accompanies these orders, to E. E. Umphlette at Eugene.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

2630B

RECEIVED
OCT 30 1936
FOR FILING

October 29, 1936

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1922 awarded to you on October 1, 1936, for paving on the Junction City-Siuslaw Junction and Arvard-Eugene Sections of the Junction City-Eugene Secondary Highway in Lane County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

FORM S-A-1 EM 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

262 a&b3

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Oct. 8, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

In compliance with your request of October 5th, we have forwarded to the Resident Engineer, instructions in regard to the Junction City-Siuslaw Junction and Avard-Eugene projects under contract #1922.

Mr. E. E. Umphlette at Eugene will be the Resident Engineer on this project.

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
cc. E. E. Umphlette
CDC:AF

#1798

2621 & 13

July 20, 1936

Mr. H. B. Glaisyer

O f f i c e

Contract #1798, with the Mountain States Construction Company, for the construction of the Junction City-Eugene Trestles (Bridge #2229), was completed on June 20, 1936.

Acceptance of this project and permission to pay the final estimate is hereby requested.

W. A. Reeves

DGD:MM

APPROVED BY HIGHWAY COMMISSION
DATE August 4, 1936
Secretary

REFERRED TO
BY SECRETARY

262a x B

CROSS REFERENCE SHEET

Name or Subject Junction City-Eugene, 9 pile trestles File No.

Regarding Glaisyer to Baldock at Miami stating that contract was awarded to Mountain States Construction Company. Date Dec. 4, 1935

SEE CONSTRUCTION
Right of Way
Portland

Name or Subject File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

262-A-13

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON DECEMBER 3 1935

MOUNTAIN STATES CONSTRUCTION CO

EUGENE OREGON

STATE HIGHWAY COMMISSION HAS TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF NINE PILE TRESTLE BRIDGES AND ONE CULVERT ON JUNCTION CITY EUGENE SECONDARY HIGHWAY ON BASIS YOUR LOW BID SUBMITTED ON NOVEMBER 30TH STOP THIS WIRE IS YOUR AUTHORITY TO COMMENCE CONSTRUCTION IMMEDIATELY CONFIRMING LETTER FOLLOWS.

H B GLAISYER SECRETARY

STATE HIGHWAY COMMISSION

HBG:MC Secretary

cc - Bridge Dept.
E. A. Collier

Mt. States Construction Co.
Canby, Oregon

FAST CLASS OF SERVICE DESIRED

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph
THE INTERNATIONAL SYSTEM
Commercial Cables · All American Cables · Mackay Radio
TELEGRAMS CABLEGRAMS RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 1201

27 R AR 16 GOVT

NX PORTLAND OGN 305 PM DEC 3RD 1935

R H BALDOCK
21 STATE HIGHWAY ENGINEER
SALEM OGN

WE CONCUR IN AWARD TO LOW BIDDER FOR BRIDGES EUGENE JUNCTIONCITY
PROJECT AS OF DECEMBER THIRD

ANDREWS
317P

advised Pogue + Parker 12/3
and notified intents to award

wtr/DBA

Telephone Your Telegrams to Postal Telegraph

for such work.

Yours very truly,

HBC:MC

Secretary

cc - Bridge Dept.
E. A. Collier

Mt. States Construction Co.
Canby, Oregon

December 3, 1935

Mountain States Construction Co.,
1644 Washington Street
Eugene, Oregon

Gentlemen:

Confirming wire to you of this date, the State Highway Commission awarded to you today the contract covering the construction of nine creosoted pile trestle bridges and a concrete box culvert on the Junction City-Eugene Secondary Highway in Lane County, based on your bid of $34,316.50, which was submitted to the Commission on Saturday, November 30, 1935.

You may consider this letter as your authority and our request to commence your construction operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,

HBG:MC

Secretary

cc - Bridge Dept.
E. A. Collier

Mt. States Construction Co.
Canby, Oregon

#1798 O

July 28, 1955

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Mountain States Power Company on Contract No. 1798 for the construction of four composite pile trestle bridges on the Junction City-Siuslaw Section and five composite pile trestle bridges and one culvert on the Awbrey-Eugene Section of the Junction City-Eugene Secondary Highway in Lane County. This payment will be made on or after August 7th, 1956.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

262
A-13

July 21, 1936

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We have been unable to find the missing estimate for work done to June 10 on the Junction City-Eugene Section, Bridges, Projects Nos. ~~NPSH~~ 262-A and B, concerning which inquiry was made in your letter of July 16, 1936.

An additional copy has been prepared, however, which copy is enclosed herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

July 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to intermediate vouchers for Oregon WPMH 262-A and B, covering period from May 16, 1936, to June 15, 1936, and submitted in amounts of $21,799.86 and $21,835.17.

The latest engineer's estimate to contractor for the bridge sections apparently did not accompany the vouchers. We have previous estimates, but none for June. Hence we are unable to check the quantities on the bridge sections.

We will hold the vouchers in this office until we are advised in the matter.

We would also call attention to the project agreement estimate for WPMH 262-A which shows no concrete handrail on the trestle at Station 613+50.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUL 18 1936
OREGON
STATE HIGHWAY COMMISSION

262 a & B

COPY

POSTAL TELEGRAPH

NX PORTLAND OGN 305 PM DEC 3RD 1935

R H BALDOCK
STATE HIGHWAY ENGINEER
SALEM OGN

WE CONCUR IN AWARD TO LOW BIDDER FOR BRIDGES EUGENE JUNCTION CITY PROJECT AS OF DECEMBER THIRD

ANDREWS

F.F F.F

262 a & B

Mountain States Contractors Co

Eugene Oregon

Black Hyjh Comm has today awarded you contract for contracting & reinforced teeth bridge and one culvert on junction Alf Eugene secondary Hyjh on basis your low bid submitted on November 30 th stop Plans & specifications governing contracting underlying conforming with Federal

Highway Engineer

Walter Thurm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
DEC 4 1935
OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 3, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Works Program Highway Project No. WPMH 262 A and B, bridges on Junction City-Eugene Highway, to Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

2620-13

COPY

POSTAL TELEGRAPH

NX PORTLAND OGN 305 PM DEC 3RD 1935

R H BALDOCK
STATE HIGHWAY ENGINEER
SALEM OGN

WE CONCUR IN AWARD TO LOW BIDDER FOR BRIDGES EUGENE JUNCTION CITY PROJECT AS OF DECEMBER THIRD

ANDREWS

NOTED

CONTRACT# [redacted] 1799

WPSO 260 Monument Bridge over John Day River 1935

1799

#1799

RECEIVED
NOV 16 1936
FOR FILING

260

November 16, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1799 for the construction of a bridge over the North Fork of John Day River near Monument on the Ling Creek-Monument County Road in Grant County, has been completed by the contractor, Tom Lillebo, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 25, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $59,044.64, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

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NOV 16 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

260

November 13, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO Project No. 260, Monument Bridge Section, Monument-Long Creek Road, Grant County, was made by a representative of this office on October 12, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 260

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

September 17, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

ER-Appr-4085

9-7-36

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPSO 260

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

RECEIVED
JUL 20 1936
OREGON
STATE HIGHWAY COMMISSION

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of July, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 1st day of November, 1935, a project statement, which was approved by the Secretary on the 19th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-nine thousand, eight hundred and 00/100

dollars ($ 59,800.00) as the share of the United States payable under said act on account of Section of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized) (Public Res. No. 11, 74th Cong.)

(*b*) From other sources By the County of Grant, $10,000 to be provided pursuant to its Agreement of November 27, 1935 with the State Highway Department.

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 52+00 in the N. 1/2 of Section 1, T. 9 S., R. 27 E., and survey station 81+00 in the S.E. 1/4 of Section 1, T. 9 S., R. 27 E., W.M., length 0.549 of a mile, in Grant County, ~~being a section of~~ Oregon U.S. Works Program Highway project No. WPSO 260, consisting of 0.475 of a mile of roadway and 1 bridge, ~~each~~ of more than 20 feet clear span, 0.074 of a mile in length, known locally as the Monument Bridge over the North Fork of the John Day River on the Monument Long Creek County Road, Grant County.

8—5518

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JUL 23 1936
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of fifty-nine thousand, eight hundred and 00/100 dollars ($ 59,800.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-nine thousand, eight hundred and 00/100 dollars ($ 69,800.00), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available thereby by said State in the manner hereinafter set forth, to wit: Article VI. Maintenance will be by the County of Grant pursuant to its agreement of November 30, 1935 with the State Highway Department.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of Sept., 1926

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Watkins
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____

U. S. GOVERNMENT PRINTING OFFICE: 1926 8—5518

SECRETARY OF AGRICULTURE

By _____
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Hwy. Project No. WPSO 260 State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 69,800.00 as the total estimated cost of said project, and the sum of $ 59,800.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of Sept. one thousand nine hundred and [illegible].

SECRETARY OF AGRICULTURE,

By H. H. Neary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 3—4870

FORM S-E-1 2500 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

260

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 6, 1936.

Mr. Tom Lillebo,
Contractor
3085 N. E. 63rd Street
Portland, Oregon

Mr. H. T. Moore,
Resident Engineer,
State Highway Department
Monument, Oregon.

NOTED
State Highway Engineer

Gentlemen:

In reply to a letter from Mr. Lillebo, of August 4, in regard to hiring labor on Monument Bridge job, Contract No. 1708:

We have also been advised of the arrangement you have mentioned with the National Unemployment Service at Baker. Our advice is to hire only men who have registered with the employment service and carry an identification card, Form No. USES 250. Send the required information to the employment service at Baker immediately, and in case any employe is not certified under this arrangement, you will not be allowed credit for men hours worked by such men.

For your information, an agreement has been made between the National Unemployment Service, the Bureau of Public Roads, and the State Highway Department whereby any contractor may hire a relief man from any place in the state, and these men will be certified by the National Unemployment Service.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc John D. Sargent, D.P.H.
R. H. Baldock
Ray Webber

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 260

POST OFFICE BUILDING
PORTLAND, OREGON

July 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

This office understands the situation outlined in your letter of July 8, 1936, concerning the cooperative money being subject to some ineligible charges, and a modification will be recommended later reducing cooperation to the net balance available.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

Encls.

RECEIVED
JUL 20 1936
OREGON
STATE HIGHWAY COMMISSION

July 8, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 29, 1936, we are enclosing herewith three copies of an agreement between the Grant County Court and the State Highway Department, which agreement covers payment by Grant County of a portion of the cost of the Monument Bridge Section, Project No. WPSO 260-A.

We wish to call your attention to the condition set forth in the agreement that the cost of right of way is to be paid out of the $10,000.00 contributed by the county and, accordingly, the amount to apply on the construction of the project is to be the difference between the right of way cost and the amount contributed. Too, the funds will apply on payment of construction items which are not eligible for Government cooperation as well as those which are.

Accordingly, we are unable to determine at this time, the exact amount of county funds to be applied on participating construction costs, and it will be our desire when this can be accurately determined, to modify the project agreement by increasing the Government's share to equal the difference between the total actual cost of the project and the county funds available for construction.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

June 29, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On February 17, 1936, we wrote you requesting three copies of the resolution by which Grant County will provide $10,000 for Oregon U.S.Works Program Highway project WPSO 260-A, the Monument Bridge section of the Monument-Long Creek Road. To date no reply has been received.

We would appreciate receiving these documents at your earliest convenience, as the preparation of the project agreement is being withheld pending their receipt.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Dict. by L. E. Parsons/ZR

S. E. Probert
Office Engineer

PR 260

July 3, 1936

Hon. P. A. Retrum
County Judge of Grant County
Canyon City, Oregon

Dear Sir:

Now that the bridge has been completed over the North Fork of the John Day River at Monument on the Monument-Long Creek Market Road No. 1, it is necessary that we receive the balance of Grant County's cooperative share of the cost of construction.

In accordance with the agreement between the State Highway Commission and Grant County, dated November 27, 1935, a total of $10,000 was to be provided by the County, of which $5,000 was paid December 9, 1935. The balance, or $5,000, was due on or before July 1, 1936. From this balance of $5,000, there is to be deducted the expenditures by the County for right of way required in the construction of the bridge.

We have not yet been advised of the amounts paid out by Grant County for right of way. Will you please, therefore, send a statement of such right of way costs, showing each property owner, the legal description and the amount paid to each. This statement should be prepared as a certificate over the signatures of the Members of the County Court, as per paragraph 4 of "Things to be done by the County" in the agreement referred to above. Please deduct the right of way expense from the $5,000 payment now due and remit the balance with the above statement.

If you do not have sufficient funds available for the payment, will you please authorize the Secretary of State to assign to the State Highway Commission the balance due out of Grant County's share of motor vehicle funds.

We would appreciate immediate action by your County Court on this matter, as the Secretary of State will make the July apportionment of motor vehicle fees to the counties before the 15th of this month.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by L. E. Parsons/ER

Z 6-11-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____,

RECEIVED
FEB 19 1936
POST OFFICE BUILDING
PORTLAND, OREGON
STATE HIGHWAY ENGINEER

February 17, 1936.

RECEIVED
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In connection with Oregon U. S. Works Program Highway Project No. WPSO 260-A, the Monument Bridge Section of the Monument Long Creek Road in Grant County, for which you sent us the project agreement estimate February 14, 1936, we still lack the County resolution providing $10,000 for this project. This amount is shown as "State funds" on the estimate.

Will you please send us three copies at your earliest convenience to complete the file?

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

260

February 14, 1936

Mr. W. R. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed six copies of estimate as basis for project agreement for the Monument Bridge Section, Project No. WPSO 260.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KE

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPB0 260

MONUMENT BRIDGE SECTION OF THE

MONUMENT-LONG CREEK COUNTY ROAD IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1936

Roadwork

All Required		Clearing and Grubbing		$ 900.00
32,000	cu. yds.	Excavation, Single Classification	$0.30	9,600.00
68,000	yds. stan.	Overhaul	0.015	1,020.00
1,200	yd. mi.	Truck Haul	0.20	240.00
0.48	mile	Finishing Roadbed and Slopes	225.00	108.00
2,100	lin. ft.	Rounding Cutbanks	0.10	210.00
1,600	cu. yds.	Gravel Topping	0.40	640.00
800	yd. mi.	Hauling Gravel Topping	0.20	160.00
500	cu. yds.	Granite Sand Surfacing	0.50	250.00
2,500	yd. mi.	Hauling Granite Sand Surfacing	0.10	250.00
		Subtotal		$13,378.00
		10% Engr. & Cont.		1,337.80
		Survey & Plans		184.20
				$14,900.00

Structure

850	cu. yds.	Structural Excavation	$5.00	$ 4,250.00
80	" "	" " below Plans	6.00	480.00
330	" "	Class "A" Concrete	22.00	7,260.00
310	" "	Class "D" Concrete	22.00	6,820.00
1,000	lin. ft.	Treated Trestle Piling	1.24	1,240.00
21	M-FBM	Treated Lumber	90.00	1,890.00
80,000	lbs.	Metal Reinforcement	0.045	3,600.00
300,000	"	Structural Steel	0.067	20,100.00
800	lin. ft.	Concrete Handrail	3.25	2,600.00
All Required		Remove Present Bridge and Maintain Traffic		1,200.00
		Subtotal		$49,440.00
		Constr. Engr. & Cont.		4,944.00
		Survey and Plans		516.00
				$54,900.00

Length of Roadwork	0.475 mile
" " Bridge	0.074 mile
Total Length	0.549 mile
Cost per Mile, Roadwork	$31,368.42

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	WPSO Funds	State Funds
Roadwork	$14,900.00	$12,765.33	$ 2,134.67
Bridge	54,900.00	47,034.67	7,865.33
	$69,800.00	$59,800.00	$10,000.00

	Roadwork	Brides
Estimated Labor Required	8,900 man hours	19,000 man hours
Cost of Labor	$5,500	$15,500
Cost of Materials	- -	17,000

Funds for Maintenance See agreement executed by county November 20, 1935, and by Highway Commission November 27, 1935.

Oregon State Highway Department — U. S. Works Program
Project No. WPBO 260

MONUMENT BRIDGE SECTION OF
THE MONUMENT-LONG CREEK COUNTY ROAD
IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 14, 1935

Roadwork

All Required		Clearing and Grubbing			$ 250.00
32,000	cu. yds.	Excavation, Single Classification		$0.30	9,600.00
68,000	yd. sta.	Overhaul		0.02	1,360.00
1,200	yd. mi.	Truck Haul		0.20	240.00
0.48	mile	Finishing Roadbed and Slopes		200.00	96.00
2,100	lin. ft.	Rounding Cutbanks		0.10	210.00
1,600	cu. yds.	Gravel Topping		0.35	560.00
800	yd. mi.	Hauling Gravel Topping		0.20	160.00
500	cu. yds.	Granite Sand Surfacing		0.35	175.00
2,500	yd. mi.	Hauling Granite Sand Surfacing		0.20	500.00
		Sub-total			$13,151.00
		10% Engr. & Cont.			1,315.10
		Total			$14,466.10

Structure

850	cu. yds.	Structural Excavation		$3.00	$ 2,550.00
80	" "	" "	below plans	5.00	400.00
330	" "	Class "A" Concrete		25.00	8,250.00
310	" "	Class "D" Concrete		25.00	7,750.00
1,000	lin. ft.	Treated Trestle Piling		1.30	1,300.00
21	M-FBM	Treated Lumber		170.00	2,[illegible]3.00
80,000	lbs.	Metal Reinforcement		0.06	4,[illegible]0.00
300,000	"	Structural Steel		0.07	21,000.00
800	lin. ft.	Concrete Handrail		4.00	3,200.00
All Required		Remove Present Br. & Maint. Traffic			800.00
		Sub-total			$52,780.00
		10% Engr. & Cont.			5,278.00
		Total			$58,058.00

Length of Roadwork	0.475 mile
" " Bridge	0.074 "
Total Length	0.549 "
Cost per mile, Roadwork	$30,454.94

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	WPSO Funds	State Funds
Roadwork	$14,466.10	$12,471.44	$ 1,994.66
Bridge	58,058.00	50,052.66	8,005.34
	$72,524.10	$62,524.10	$10,000.00

	Roadwork	Bridge
Estimated Labor Required	8,900 man-hours	19,000 man-hours
Cost of Labor	$5,500	$15,500
Cost of Materials	- -	17,000

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The project statement and P.S.& E. documents for Oregon U.S.Works Program project WPSO 260, the Monument Bridge on the Monument-Long Creek Road, have today been recommended for approval. This is your authority for advertising for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Due to the fact that Monument is an incorporated town, the approval of this project as a WPSO project is contingent on its approval as such by our Washington Office.

Copies of County agreement as to maintenance should be submitted with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

February 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the design of the Monument Bridge, Oregon WPSO 260.

The design of pier 2 is a departure from your past practice. For this reason, we would like to have your assumptions and calculations for the design of this pier. It does not appear to us that wind load can greatly affect this low structure with smooth web surfaces on the beams.

We desire this information so that we may check future designs on the same basis upon which they are made.

Very truly yours,

W. H. LYNCH
District Engineer

P. A. RETRUM, COUNTY JUDGE
CANYON CITY

F. B FRENCH, COMMISSIONER
PRAIRIE CITY

JOHN PORTER, COMMISSIONER
LONG CREEK

JAN 27 1936

260

COUNTY COURT OF GRANT COUNTY

CANYON CITY, OREGON Jan., 23,1936.

H. B. Glaisyer, Sec'y.
State Highway Comm.
Salem, Ore.

In the contract for building the bridge at Monument, it provides that the contractor shall take down the Old bridge. In this regard, I wish to ask you if the old bridge ~~xxxx~~ material will be the property of Grant County? I wish to know as we have calls to put up this bridge at other places.

Yours truly,

P. A. Retrum

County Judge.

January 27, 1936

The Honourable P. A. Retrum
County Judge of Grant County
Canyon City, Oregon

Dear Sir:

In reply to your letter of the 23rd inst., regarding the disposal of the old bridge at Monument, I wish to advise that our contract with Mr. Lillebo provides that he shall dismantle the old bridge and pile the salvaged material on the old highway right of way.

The State Highway Commission has no use for this bridge. In fact, it is on the section of the road which is not yet a secondary state highway, and it appears to me that the state would have no claim on the bridge.

So far as we are concerned you are at perfect liberty to dispose of the bridge as you see fit.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By H. B. Glaisyer, Secretary

HBG:dp

260

January 22, 1936

Mr. Tom Lillebo, Contractor
Reedsport, Oregon

Dear Sir:

By express we are forwarding to you today a fully executed copy of contract # 1799 awarded to you on December 30, 1935 for the construction of a bridge over the North Fork of the John Day River near Monument on the Long Creek-Monument County Highway in Grant County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 3, 1936, requesting information as to whether the North Fork of the John Day River was navigable at the Monument Bridge, Oregon WPSO 260.

We are now in receipt of advice from our Washington Office that the War Department has advised that this stream is not considered a navigable water of the United States and hence it will be unnecessary that the plans and location for the bridge be approved by the Secretary of War and the Chief of Engineers.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

REFERRED TO
Mrs. Crockett
in the Highway Engineer

CC: R. H. P[illegible]:
State Highway Engineer
Salem, Oregon

260

January 11, 1936

Dr. L. I. Hewes
Deputy Chief Engineer
San Francisco, California

NOTED
State Highway Engineer

Dear Sir:

We are sending you under separate cover two sets of shop plans for the Monument Bridge, Oregon WPSO 260.

We have reviewed these plans and found them to conform to approved general plans. The details are satisfactory and we have approved the plans for fabrication.

Very truly yours,

W. H. LYNCH
District Engineer

260

January 3, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the project statement for Oregon WPS 260, the Monument Bridge, approved November 19, 1935.

This project involves the construction of a bridge across the North Fork of the John Day River, at Monument, and it is not known whether this stream is considered navigable.

We have been advised that the approval of this project is based upon the condition that before the project agreement is submitted for execution, the second be supplemented by satisfactory evidence showing that the plans and location of this bridge have been approved by the Secretary of War and the Chief of Engineers, as required by the Act of March 3, 1899, Section 401 Title 33 U. S. Code, in the event that said stream is navigable at the proposed point of construction.

Very truly yours,

W. H. LYNCH
District Engineer

260

December 31, 1935

Notify Commission, Highway Engineer & Resident Engineer. Contract - Contracts - Awarded - 1/17/36

Mr. Tom Lilleto
Reedsport, Oregon

Dear Sir:

Confirming my wire to you dated December 27, I wish to say that the State Highway Commission has awarded you the contract for the construction of a bridge over the North Fork of the John Day River on the L ong Creek-Monument county road, at Monument, in Grant County, for which you submitted the low bid of $62,618.00.

You may consider this letter as your authority to begin construction operations immediately. Contract forms for your acceptance are now being prepared and will be mailed to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,

Secretary

HBG:MBL

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM ✓		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

1207-A

WESTERN UNION

CHECK
ACCT'G INFMN.
TIME FILED

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Portland Oregon 19

December 27, 1935

To Tom Lillebo

Street and No. Reedsport

Place Oregon

State Highway Commission today awarded you contract for construction of Bridge at Monument based on your bid submitted November thirty - stop - Satisfactory for you to commence construction immediately stop contract forms follow shortly

H B Blair Secretary

3 cc Mr

Hwy State Highway Comm

Sender's address for reference

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

Sender's telephone number

Tom

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JAN 1
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 30, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon WPSO 260, Monument Bridge on the Long Creek-Monument county road, to Tom Lillebo, Reedsport, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Tom

260

COPY

PORTLAND OREGON DECEMBER 27 1935

TOM LILLEBO
REEDSPORT OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF BRIDGE AT MONUMENT BASED ON YOUR BID SUBMITTED NOVEMBER THIRTY STOP SATISFACTORY FOR YOU TO COMMENCE CONSTRUCTION IMMEDIATELY STOP CONTRACT FORMS FOLLOW SHORTLY

H B CLAISYER
SECRETARY

(CHG STATE HIGHWAY COM)

30

Date Wire Received by Dept
Transmitted to this wire
HMS

260

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As the matters which have been delaying the award of the contract for the Monument Bridge Project (WPSO 260) have now been satisfactorily arranged, the Highway Commission will, if you concur, award the contract to Tom Lillebo, the low bidder. It is the desire of the Commission to make this award on December 27th.

You already have Mr. Griffith's statement in regard to the availability of labor.

Your concurrence in the award of the contract as above indicated will be appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

WORKS PROGRESS ADMINISTRATION

TWELFTH FLOOR – BEDELL BUILDING
PORTLAND, OREGON

E. J. GRIFFITH
ADMINISTRATOR FOR OREGON

December 24, 1935

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Subject: Availability of Relief Labor
Project WPSO-260
Monument, Grant County.

Dear Mr. Baldock:

This will acknowledge receipt of your letter of December 19th requesting a certification from us as to the availability of relief labor for a work program highway project involving the building of a bridge over the north fork of the John Day River and approaches thereto, at Monument in Grant County (Project WPSO-260).

For your information, I am enclosing copy of a letter received from Mr. J. K. Thompson, Director, WPA District No. 1, Pendleton, which is self-explanatory and gives the information that the labor requested is available.

Very truly yours,

E. J. GRIFFITH

STATE ADMINISTRATOR

Enc.

C
O
P
Y

WORKS PROGRESS ADMINISTRATION
District No. 1
Pendleton, Oregon

December 23, 1935

AIR MAIL
SPECIAL DELIVERY

Mr. E. J. Griffith, State Administrator
Works Progress Administration
Twelfth Floor--Bedell Building
Portland, Oregon.

SUBJECT: State Highway Commission
Project WPSO-260
Monument, Grant County.

Dear Mr. Griffith:-

This will acknowledge receipt of your letter of December 21, 1935, regarding a statement from this office as to the availability of Relief labor for a Works Program Highway Project for construction of a bridge over the North Fork of the John Day River at Monument, Grant County, Oregon.

You state that the estimated requirements for intermediate and unskilled labor are as follows:

2 carpenters helpers
4 truck drivers
1 concrete mixer operator
1 concrete finisher helper
4 pile driver helpers
10 unskilled laborers

Inasmuch as these workers will be paid the prevailing wage, it is my belief that we will have no difficulty in obtaining labor for this project. The concrete mixer operator and finisher's helper will have to be drawn from either Umatilla or Baker County. The only other classification we are at all uncertain about is the pile driver helper. The Employment Service advises that no persons are registered under that classification, but we presume that any intelligent laborer could qualify.

I trust that the above answers your inquiry.

Very truly yours,

(Signed) J. K. Thompson, Director
District No. 1, W.P.A.

BC/3

260

December 9th, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Reference is made to your letter of December 6th, relating to Project WPSO 260, in which you advise that on future projects you will not approve the clause used on that project which permits the contractor to exceed the 20 per cent limitation in the subcontracting of a certain part of his work.

In running that provision, we believed that we were only making more definite that clause in the required special provisions which excludes from the 20 per cent "items which require equipment not ordinarily available in the organizations of contractors performing work of the character embraced in the contract."

While some of our grading contractors have equipment for structural work and some of our structural contractors have equipment for grading work, such is not generally the case. We, therefore, feel that giving the contractor permission to subcontract either the structural part of his work or the grading part of his work, is in accord with the provision quoted, and would be permissible even though the additional provisions which we have been using were omitted.

Please advise as to whether or not you concur in such an opinion, and, if not, advise as to what items of work would come in the class which is exempted from the 20 per cent limitation by the clause quoted. Apparently the exemption was intended to cover items of considerable cost, as otherwise they could be included in the 20 per cent and there would be no occasion for their exemption.

The alternate subcontracting provision to which you refer in your letter is objectionable due to the fact that it permits the subcontracting of as much as 30 per cent of the work even though the

work is of no different class than the remaining 50 per cent. Furthermore, it prevents the contractor's giving the State any benefit that may accrue from the subcontracting, as it reserves the right to force the contractor to do the work with his own forces, if so ordered. The alternate provision is also rather impracticable of application, and if it has any advantage over the method we have been using, or serves in any way to better protect the interests of the State or the Federal Government, such advantage is not at once apparent.

We would very much appreciate a reconsideration of the action taken in regard to our method of handling this feature of the work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:EE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon Works Program Highway Project WPSO 260, the Monument Bridge.

On the third sheet from the last of the mimeographed special provisions in the proposal is a clause permitting the contractor to subcontract the grading and surfacing work without including it as a part of the allowable 20%.

In this case it will be approved as evidently the grading and surfacing work is about 20% of the total estimated contract, and we are assuming that no part of the structural work will be subcontracted.

On future projects such a clause will not be approved. If it is desired to subcontract more than 20%, the optional special provision "A", which removes the 20% limitation, provided that the bidder names the subcontractor in his proposal, should be used.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

December 19, 1935

Mr. E. J. Griffith
Works Program Administration
Bedell Building
Portland, Oregon

Dear Sir:

At the November 30th meeting of the State Highway Commission, bids were opened on a works program highway project involving the building of a bridge over the North Fork of the John Day River and the approaches thereto, at Monument in Grant County (Project WPSO-260). This contract was referred to the Engineer with authority to award at such time as certain right of way difficulties were adjusted. These have now been cleared up and we are ready to award the contract for this project.

We are informed by the U. S. Bureau of Public Roads that it will be necessary for us to have a written statement from your office advising that relief roll labor is available for this project.

The federal requirements pertaining to the employment of labor on this project provide that all intermediate grade (semi-skilled) labor and unskilled labor shall be supplied from lists furnished by the U. S. Employment Service and that preference shall be given to men from public relief rolls.

Our estimated requirements for semi-skilled labor is as follows: 2 carpenter's assistants; 4 truck drivers; 1 concrete mixer operator; one assistant concrete finisher; 4 pile driver helpers. For unskilled labor, 10 laborers. Not all of the above listed men would be working at the same time. These estimates cover the maximum number required during the job.

We trust that your records indicate the above labor can be supplied from relief rolls, either locally or from Portland, and we would appreciate your certificate of that fact.

Very truly yours

R. H. Baldock
State Highway Engineer

GSP LD

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at [redacted] STATE ST. SALEM. ORG.. TEL. 9171

1935 DEC 18 PM 11 05

MINUTES IN TRANSIT

FULL-RATE	DAY LETTER

:PRAA188 27 NL GOVT=PORTLAND ORG 18

R H BALDOCK=

STATE HIGHWAY ENGINEER

NOTED
State Highway Engineer

RE PHONE PAXSON TODAY WPSO TWO SIXTY STOP WILL CONCUR IN AWARD IF WRITTEN STATEMENT OBTAINED FROM STATE ADMINISTRATOR WPA THAT RELIEF LABOR AVAILABLE FOR THIS PROJECT=

ANDREWS.

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

CROSS REFERENCE SHEET

Name or Subject #260 **File No.**

Regarding Special Provisions **Date** December 13, 1955

SEE

Name or Subject CONSTRUCTION
Federal Aid
Special Provisions **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE"

Library Bureau

Cat. No. 30-5902

For use in Library Bureau Filing Systems

260

December 10, 1935

Gen. Rec # 14229

Hon. Rufus C. Holman
State Treasurer
Salem, Oregon

Dear Sir:

Attached, we are handing you Grant County Treasurer's check #3108 on the Grant County Bank of John Day, Oregon, for the sum of $5,000.00. This check covers county cooperation in connection with the construction of the bridge over the North Fork of the John Day River at Monument, Oregon, and the amount should be credited to the State Highway Fund as county cooperation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
Bookkeeper

RVH:IS
Encl.

FORM S-S-1 SEIES (SSS) (2-58

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 3, 1938.

Mr. Tom Lillebo
Bend, Oregon.

Dear Sir:

You were the low bidder on the bridge over the North Fork of the John Day River at Monument in Grant County. This contract was not awarded at the last meeting but was referred to the Engineer with authority to award to you on your low bid after certain matters pertaining to the county's contribution on the job were cleared up.

I understand that these matters, however, will take possibly two weeks to get straightened out, and no award can be made prior to that time. Under these conditions I would not advise that you enter into any contracts for material or do any work on the job until the contract is actually awarded.

Very truly yours,

R. H. Baldock
State Highway Department

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock
M. Stephenson

260

December 2, 1935

Honorable P. A. Retrum,
County Judge of Grant County,
Canyon City, Oregon.

Dear Judge Retrum:

I presented to the State Highway Commission at its meeting held on Saturday of last week, your telegram of November 28, advising that you had obtained the deeds for the Monument bridge right of way and that you would send the Commission your check for the first payment of your share of the construction cost after the December meeting of your county court.

The Commission received a satisfactory bid on November 30 for the construction of this bridge, and the grading and surfacing of the approaches thereto; said bid being submitted by contractor Tom Lillebo, Reedsport, Oregon, in the amount of $62,818.00. However, the Commission decided to hold the award of the contract for this project, pending receipt of the $5,000 initial payment from Grant County in accordance with its previous agreement with the county. Further action on the award of this contract will be taken at the Commission's next meeting.

Yours very truly,

Secretary

HBG:D

PACIFIC TELEGRAM

CLASS OF SERVICE

TELEGRAM		DAY LETTER	SYMBOL DAY L.	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM.
OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT

Paid 206 - 35NL Canyon City Or 11-28-35

State Highway Comm
Salem Ore

Deeds for Monument bridge right of way obtained stop Duplicate deeds and check for first payment will be mailed after December meeting of county court stop Will not be at commissioners meeting Sat unless necessary

P A Peterson
820a - 37

Filed

FORM 2-A-1 23161 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 2, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. P. Glaisyer
Secretary
Office

Dear Sir:

Re the attached: Please advise the Grant County Court that as soon as we receive the $5000 check, the Monument bridge can be awarded. However, this cannot be awarded until I return.

Very truly yours,

State Highway Engineer

RHB:MBL

fil

M-1 25306 500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER

LA GRANDE, OREGON
November 29, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Confirming my wire of this date, wish to advise that options have been secured for all required right of way on the Monument Bridge project with exception of that parcel owned by Boggs on the east end of the project.

Mr. Boggs has been gone for several years and they have been unable as yet to locate him to secure option. However, the right of way will be secured from Mr. Boggs. There is a 10 foot strip of additional right of way on each side and grading of the present contract does not require this additional strip on each side. I, therefore, see no reason for not awarding the contract and the additional right of way may be secured from Mr. Boggs at such time as he can be located.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

REFERRED TO
Glaisyer
for state highway engineer

December 2, 1935

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Re the attached: Please advise the Grant County Court that as soon as we receive the $5000 check, the Monument bridge can be awarded. However, this cannot be awarded until I return.

Very truly yours,

State Highway Engineer

RHB:MHL

CC of Resolution to Balcom
11/29/35

260

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 25, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on November 19 approved the project statement for Oregon U.S.Works Program Project No. WPS 260, involving the improvement of 0.60 of a mile of the Monument-Long Creek Highway, between a point in Monument and a point 0.60 of a mile south, the entire project being located in Section 1, T 9 S, R 27 E, W.M., in Grant County.

Very truly yours,

W. H. LYNCH
District Engineer

November 1, 1935

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement covering the Monument Bridge Section and to which has been assigned Project No. WPSO 260.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NPSO 260
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 1, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Monument Bridge Section, Monument-Long Creek County Road

2. Between ~~control points or official description~~ a point on center line of N. ½ of Sec. 1, T. 9 S., R. 28 E. and a point in SE. ¼ of Sec. 1, T. 9 S., R. 28 E.

3. Between intermediate control points if used: ..... and .....

County of Grant

4. Length in miles (gross) 0.6 (net) 0.6

5. Preliminary estimate of cost: Total, $60,000; section of road to be first improved, $60,000, of which $30,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ..... (Amount.)
Chap. 175, Laws 1917; Chap. 31, Laws 1920
(Source; refer to statute.)

(*b*) County .....
(Amount.) (Source; refer to statute.)

8—5072

PROJECT NO.
STATE

7. Funds for maintenance to be provided by State or County, from the following sources: Chap. 175, Laws 1917; Chap. 11, Laws 1920 (and) county.)

(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department.)

By As Chairman

(Title of officer.)

By As Commissioner

(Title of officer.)

By As Commissioner

(Title of officer.)

MONUMENT BRIDGE SECTION

November 25, 1935

County Court of Grant County
Canyon City, Oregon

Gentlemen:

On Saturday of this week, November 30th, the State Highway Commission will receive bids for the construction of a bridge over the North Fork of the John Day River at the town of Monument, including .46 mile of grading and surfacing on the Long Creek-Monument county road.

In accordance with previous understanding between the State Highway Commission and your honorable body, Grant County is to contribute ten thousand dollars ($10,000) to cover the cost of this work, $5000 of which is to be paid over to the State Highway Commission immediately following the awarding of the contract for the construction of the bridge.

This letter is to advise you of the status of this matter and to ask you to be present at the Commission meeting on this coming Saturday and to be prepared to pay over to the State Highway Commission at that time the $5000 payment agreed upon.

Very truly yours,

Secretary

HBG:HMS

FORM S-A-1 6M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

M. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 18, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

The Long Creek-Monument county road project at Monument is scheduled for the November 30th, letting. Grant County is obligated to acquire the right of way for this improvement, also the source of materials for the surfacing. Will you please check up on the status of their negotiations, and if necessary urge them to have this matter all cleared up satisfactorily before that date.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

Dictated by H. M. Hackett
R

cc to: R. H. Baldock

260

November 5, 1935

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two copies of a state-
ment giving certain information concerning the Rowena
Bridge Section, Project No. NPRD 260.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Encl. by S. H. Prebert/MR

Encl.

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date November 1, 1935.

Grant County. Federal Classification and Number .

Name of section proposed for improvement Monument Bridge over North Fork John Day River located between Kimberly on John Day Highway and Long Creek on Pendleton-John Day Highway on county road extending from Monument to Long Creek.

Type of improvement proposed Bridge Construction.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes; Secondary State Highway and improved Market Road.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes; present structure inadequate for traffic; maintenance costs at present very excessive.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars and trucks; trucks carrying farm produce, cattle, etc.

6. Traffic density 85 passenger cars, 8 light trucks, 4 heavy trucks.

7. How will proposed improvement be maintained? By Grant County under maintenance agreement with Oregon State Highway Commission.

County. Federal Classification and Number .

Name of section proposed for improvement Monument Bridge over North Fork John Day River located between Kimberly on John Day Highway and Long Creek on Pendleton-John Day Highway on county road extending from Monument to Long Creek.

Type of improvement proposed Bridge Construction .

1. Are employable relief workers available? Yes .

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes .

3. Does proposed improvement connect with previously improved county roads or state highways? Yes; Secondary State Highway and improved Market Road .

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes; present structure inadequate for traffic; maintenance costs at present very excessive.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars and trucks; trucks carrying farm produce, cattle, etc.

6. Traffic density 85 passenger cars, 8 light trucks, 4 heavy trucks .

7. How will proposed improvement be maintained? By Grant County under maintenance agreement with Oregon State Highway Commission .

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

Sept 13

meeting at Canyon Cafe.

comm agreed to build
Museum Bldg. —

Co to pay 25% of cost up to
Maximum $10,000 —

5000 to be paid by co when
contract is awarded. — balance
by July 15, 1956 — amount to be
from Co funds used for museum
Bldg in Encampment or Riverside.

Lease & Mgmt agreement.

Board authorized to call for bids
at next meeting.

Bldg to pay share with Jel Co Rd Mus

total contribution

Friday 13th 3:00 PM

Mission with Jones & Comm
at County Ct Comm Room
Monument Bridge matter

Any estimate and
County resolution or expenditure

total commitment

FORM 2-G-1 1500 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

October 19, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
O f f i c e .

Dear Sir:

While in LaGrande this past week Mr. Williams discussed with me the question that the County Court of Grant County has raised with respect to the cost of right of way for the new bridge which the County and the Highway Commission at a recent conference in Canyon City agreed to construct, the County to contribute $10,000 and the State to contribute the balance.

The County Court claims that it was the understanding of the members of the Court that $10,000 was their maximum contribution whether it be used for bridge construction or for rights of way and they state that they can make no further contribution.

I asked Mr. Williams to get the descriptions of the required right of way and I would send a right of way man there to take options and then the Commission can decide whether to permit payment for right of way to be made out of the County's contribution or to require an additional contribution.

Yours very truly,

J. M. DEVERS

JMD:PW

cc W. C. Williams

(Make sure I have it covered by Mr. Baldock saying it is his understanding that $10,000 is their total contribution)

September 25, 1935

Mr. C. B. McCullough

Office

Dear Sir:

We have been authorized by the Commission to advertise the construction of the Monument bridge. The County will pay $10,000 of the cost. The remainder of the cost will be government funds under the alternate plan.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. S. H. Probert

Mrs Wardon

You were authorized to advertise the summons Writ for bids to be received at the next meeting.

Clerk

JULY 8, 1935.

Honorable F. A. Betrus,
County Judge,
Grant County,
Canyon City, Oregon.

Dear Sir:

The State Highway Commission had under consideration at its last meeting, your letter of June 15th and the resolution of Grant County Court regarding the construction of a new bridge at Monument and the designation as a secondary state highway of the county road extending from Monument to Long Creek. The county is

The Commission referred this matter to the engineer for report and a estimate of cost concerning the bridge construction.

I was instructed to inform you of the action taken and that that the Commission will consider later, in its program for secondary highway construction, the matter of extending the present secondary highway to Long Creek.

The Commission was not in position to take any definite action in connection with your offer of cooperation, hence could make no definite commitment to your project at this time.

Yours very truly,

Secretary

HBG:ED

COUNTY JUDGE
CANYON CITY

F. B. FRENCH, COMMISSIONER
PRAIRIE CITY

R. W. SHAW, COMMISSIONER
LONG CREEK

COUNTY COURT OF GRANT COUNTY

CANYON CITY, OREGON June, 15,1935.

State Highway Commission,
Salem, Ore.

Gentlemen:

According to a tentative agreement with members of your commission at a meeting in the John Day Hotel about a month ago, we are herewith enclosing a copy of resolution by the Grant County Court, offering to pay 25% of the cost of the building of a bridge at Monument under certain conditions.

Engineer Baldock is well acquainted with condition of this bridge, that it is a great hazard. The county is not finantially able to build this bridge according to the requirements of your commission, we are going beyond our means to make you this proposition. We respectfully ask that you help us out in this matter.

Yours truly,

P A Patrum

County Judge.

Copy made 6-20-35 E.B.

RESOLUTION.

THAT WHEREAS, The County Court of Grant County, State of Oregon, is desirious that the Highway Commission of the State of Oregon, take over and designate that part of the County Road of Grant County, Oregon, lying, being and running from Monument, Grant County, Oregon to Long Creek, Grant County, Oregon, as a Secondary Highway of the State of Oregon, and

WHEREAS, The Highway Commission of the State of Oregon, has previously expressed it willingness to take over said above mentioned County Road and designate it as a Secondary Highway of the State of Oregon, but the said Hoghway Commission is with-holding the taking over of the same on account that the old bridge, on said County Raod, across the John Day River, near the Town of Monument, Oregon and known as the Monument bridge is in a dangerous condition and that it will be necessary to build and construct a new bridge across said river, costing approximately $30,000.00, before it can be designated a Secondary Highway, and

WHEREAS, It is the wish of the Highway COmmission of the State of Oregon, that said Grant County, Oregon, build and construct said bridge, before the said Highway Commission, take over and designate said road as a Secondary Highway of the State of Oregon, and

WHEREAS, That on account of the financial condition of said Grant County, Oregon, it is impossible for it to build and construct said bridge;

NOW THEREFORE BE IT RESOLVED, By the County Court of the County of Grant, State of Oregon, that the said County of Grant, will obligate itself and pay one-fourth of the cost of the building and constructing of said bridge, providing the Highway Commission of the State of Oregon will take over and designate said County Road as a Secondary Highway of the State of Oregon, and will pay the same at any time requested by said Highway Commission.

Done and dated this 7th day of June 1935.

O A Patterson
County Judge.

W B French

John Porter
Commissioners.

JUNE 19, 1935.

Hon. P. A. Retrum, County Judge,
Grant County,
Canyon City, Oregon.

Dear Sir:

This acknowledges receipt of your letter of June 15th enclosing Resolution adopted by the County Court of Grant County stating that the County will pay 25% of the costs of construction of a new bridge across the John Day river near the town of Monument, provided the Highway Commission will take over and designate as a Secondary State Highway the County road extending from Monument to Long Creek.

I shall be pleased to call the attention of the State Highway Commission to this Resolution at the first opportunity. In the meantime, I am sending copies thereof to the individual members for their advance information.

Yours very truly,

HBG:LD

Secretary

Adair
Petitioners
Grant
210

COPY FOR MR. Baldock
From H. B. Glaisyer, Secretary

COUNTY COURT OF GRANT COUNTY

CANYON CITY, OREGON

June 15, 1935.

State Highway Commission,

Salem, Oregon.

Gentlemen:

According to a tentative agreement with members of your commission at a meeting in the John Day Hotel about a month ago, we are herewith enclosing a copy of resolution by the Grant County Court, offering to pay 25% of the cost of the building of a bridge at Monument under certain conditions.

Engineer Baldock is well acquainted with condition of this bridge, that it is a great hazard. The county is not financially able to build this bridge according to the requirements of your commisaion, we are going beyond our means to make you this proposition. We respectfully ask that you help us out in this matter.

Yours truly,

F. A. RETRUM
COUNTY JUDGE

RECEIVED
JUN 21 1935

REFERRED TO
Mr. Cullough
State Highway Engineer

NOTED

...l - Lindsey, Secretary

RESOLUTION

THAT WHEREAS, The County Court of Grant County, State of Oregon, is desirious that the Highway Commission of the State of Oregon, take over and designate that part of the County Road of Grant County, Oregon, lying, being and running from Monument, Grant County, Oregon, to Long Creek, Grant County, Oregon, as a Secondary Highway of the State of Oregon, and

WHEREAS, The Highway Commis ion of the State of Oregon, has previously expressed it willingness to take over said above mentioned County Road and designated it as a Secondary Highway of the State of Oregon, but the said Highway Commis ion is with-holding the taking over of the same on account that the old bridge, on said County Road, across the John Day River, near the Town of Monument, Oregon, and known as the Monument bridge is in a dangerous condition and that it will be necessary to build and construct a new bridge across said river, costing approximately $30,000.00, before it can be designated a Secondary Highway, and

WHEREAS, It is the wish of the Highway Commission of the State of Oregon, that said Grant County, Oregon, build and construct said bridge, before the said Highway Commission, take over and designate s id road as a Secondary Highway of the State of Oregon, and

WHEREAS, That on account of the financial condition of said Grant County, Oregon, it is impossible for it to build and construct said bridge;

NOW THEREFORE BE IT RESOLVED, By the County Court of the County of Grant, State of Oregon, that the said County of Grant, will obligate itself and pay one-fourth of the cost of the building and constructing of said bridge, providing the Highway Commission of the State of Oregon will take over and designate said County Road as a Secondary Highway of the State of Oregon, and will pay the same at any time requested by said Highway Commission.

Done and dated this 7th day of June, 1935.

P. A. Retrum
County Judge

T. B. French

John Porter
Commis ioners.

FORM S-B-1 1M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

260

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 14, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. Guy V. Lintner,
State Director,
National Reemployment Service,
204 Old P.O.Bldg.,
Portland, Ore.

Dear Sir:

In reply to your letter of May 13th, regarding our Contract #1799, Project WPSO 260, Monument Bridge.

In checking over pay-roll submitted by contractor, it is found that Owen Cork, Certification #4312-202, was certified as Truck Driver and reclassified to Mixer Man.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By Ray Webber
Ray Webber,
Labor Regulations Engineer.

RW/H

CC to
R.H.Baldock

CONTRACT# 1800

WPSS 244-B Gray's Cr.-Power's Ranch 1935

1800

244-B

October 5, 1938

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

In response to your inquiry of October 1st you are advised that the warrant covering final payment was mailed to E. C. Hall on September 16th. This was in connection with Contract No. 1800 - Grays Creek-Powers Ranch Section in Josephine County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland;

#1800
Fin Cr

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

H. T. HANSEN, PRES.

I. B. ROWLAND, SECY.

TACOMA, WASHINGTON

October 1, 1936.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.. PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

OCT 2 1936

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 45545 - E. C. HALL to STATE OF OREGON - Grays Creek-Powers Ranch Section, Williams Secondary Highway, Josephine County, Oregon. - Your Contract No. 1800.

Gentlemen:

Kindly advise us whether or not final payment has been made to Mr. Hall on the above-captioned contract.

Thanking you for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By F Jennard
Surety Bond Department.

FT

12249 - Sept. 18

1 244-B

F.F. 50 #1800 X

September 17, 1936

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

In response to your inquiry of September 16th you are advised that final payment has not yet been made to Mr. E. C. Hall in connection with his contract No. 1800 - Grays Creek-Powers Ranch Section in Josephine County.

The warrant covering the final payment will probably be mailed to the above contractor within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#12-1

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.

I. G. ROWLAND, SECY.

September 16, 1936

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 45545 - E. C. HALL to STATE OF OREGON - Grays Creek-Powers Ranch Section, William Secondary Highway, Josephine County, Oregon.

Gentlemen:

On August 27th, you advised us that final settlement would be made by the state with E. C. Hall for work done under the above captioned contract on or after September 5th, 1936. We would appreciate your advising us at this time whether or not final settlement has now been made with the contractor.

Thanking you in advance, we are

Very truly yours,

HANSEN & ROWLAND, Inc.
General Agents
By F Sumrand
Surety Bond Department

MF 12249

R

cc to R. H. Baldock

FORM S-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

244-B

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

August 29th, 1936

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sirs

Referring to our letter of July 30th, we are still holding Price Agreement #2, covering cement adjustment on E. C. Hall's Contract No. 1800, Grays Creek-Powers Ranch Section of the Williams Secondary Highway, for receipted copies of cement bills. These bills are necessary to support the price shown on the agreement, and it would be appreciated if these would be sent in at the earliest possible moment, as final payment will be held up until they are received.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

244-B

#1800

August 27, 1936

Maryland Casualty Company,
Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1800 for the construction of the Grays Creek-Powers Ranch Section of the Williams Secondary Highway in Josephine County has been completed by the contractor, E. C. Hall, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 5th, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $57,766.44, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

244-B

RECEIVED AUG 5 1936 OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

August 4, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSS 244-B, Grays Creek-Powers Ranch Section Williams Highway, Josephine County, was made by a representative of this office on July 28, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM 9-251. 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

244-D

OREGON STATE HIGHWAY COMMISSION

SALEM

July 30, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

We received Price Agreement #2 for cement adjustment - E. C. Hall Contract for Grays Creek-Powers Ranch Section, Williams Secondary Highway.

It will be necessary to have copy of receipt from the cement company to support the actual cost to the contractor. of cement.

Mr.McCallister in checking the quantities states that there should be an adjustment of 1.73 bbl. in favor of the contractor instead of 1.67 bbl, in favor of the state. Please have the quantities checked and the supporting receipt sent in at your earliest convenience in order that final payment will not be unduly held up.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

244-B

#1800
0

July 28, 1936

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall on Contract No. 1800, Grays Creek-Powers Ranch Section of the Williams Secondary Highway in Josephine County. This payment will be made on or after August 6, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPSS 244-B

POST OFFICE BUILDING
PORTLAND, OREGON

July 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

RECEIVED
JUL 18 1936
OREGON
STATE HIGHWAY COMMISSION

A4pr-2876

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPSS 2(4). Sec. B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

RECEIVED
JUL 18 1936
OREGON
STATE HIGHWAY COMMISSION

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

RECEIVED
JUL 18 1936
OREGON
STATE HIGHWAY COMMISSION

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 27th day of November, 19 34, a project statement, which was approved by the Secretary on the 26th day of December, 19 34, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 13th day of November, 19 35; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

forty-two thousand, seven hundred and no/100

dollars ($ 42,700.00) as the share of the United States payable under said act on account of Section B of said project, which [redacted] 1s of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized) (Public Res. No. 11, 74th Cong.)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 82+00 in the NW¼, Sec. 20, T. 37 S., R. 5 W., W.M., at the easterly end of Section A of said project, and Survey Station 192+06 in the SE¼, Sec. 28, T. 37 S., R. 5 W., W.M.,

, length 2.091 miles, in Josephine County, being Section B of Oregon U.S. Works Program Highway project No. WPSS 244, consisting of 2.091 miles of roadway and no bridges, of more than 20 feet clear span, known locally as the Grays Creek-Powers Ranch Section of the Williams Highway.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of forty-two thousand, seven hundred and no/100 dollars ($ 42,700.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] dollars ([redacted]), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931
(Include reference to statute authorizing

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

RECEIVED
JUL 18 1936
OREGON
STATE HIGHWAY COMM.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 7 day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Goodrich
Member, State Highway Commission
(Title of officer)

By F. J. Toulelle
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

SECRETARY OF AGRICULTURE,

By W. D. Tenney
Acting Chief, Bureau of Public Roads.

8—3315

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. U.S. Works Program Highway WPSS 244-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 42,700.00 as the total estimated cost of said project, and the sum of $ 42,700.00 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] of said total estimated cost.

Done at the city of Washington, this 7 day of July one thousand nine hundred and thirty-six.

SECRETARY OF AGRICULTURE,

By W. C. Brady
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 3—4520

244-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to intermediate voucher for Oregon WPSS 244-B, covering period from May 16, 1936, to June 15, 1936, submitted in amount of $4,617.80.

We note that the previous payments were entered erroneously as $28,124.00, while the amount of the previous voucher was $28,124.40. Consequently we are recommending the present voucher in amount reduced by 40¢, namely, for $4,617.40.

Very truly yours,

W. H. LYNCH
District Engineer

J.75

Form 888—5M—8-35

244-13

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 11, 1936, 193...

Section Grays Creek - Powers Ranch

Kind of work Grading, Surfacing & Oiling

Highway Williams Secondary

Section prefix 117 - 1003

Contractor E. C. Hall

Contract number 1800

Date of contract ~~Jan. 6th~~ Dec. 30th, 1935, 193...

Date of completion Sept. 30th, 1936, 193...

Date work started Jan. 7th, 1936, 193...

Estimated date of completion Completed, 193...

Amount of contract . . . . . $ 38,362.50

Per cent of time elapsed 70.3 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 37,770.79

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 2900.00, 7½ %

Date project was completed June 27, 1936, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate completed on the 7th and shipped to the Division office.

FINAL REPORT

Signed C. C. Gall

Address Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	AINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM S-A-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 22nd, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

On the Grays Creek-Powers Ranch Section Mr. Hall bid on the old oiling specification using cutback and double seal. Furthermore, this is a Federal project, and the quantities have been sent in to, and approved by, the Bureau of Public Roads. Any change in specifications or quantities would have to be approved by them.

Under these conditions it is considered inadvisable to change the specifications on this project. Therefore, the oiling should be done in conformance to the provisions of the contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Law
R

cc to: R. H. Baldock ✓

FORM S-A-1 SM 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

244-B

May 21, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Can contractor Hall use single seal and April, 1936 revised specifications for 0-11 surface on the Grays Creek-Powers Ranch Section? His contract provides for double seal and use of cutback. I have no doubt he would be very glad to use single seal and no cutback. Please advise at your early convenience.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
APR 4 1936
OREGON
STATE HIGHWAY ENGINEER

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon USWP Hwy.Proj.No. WPSS 244-B

April 3, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

20

244-B

March 11, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed six copies of estimate as basis for project agreement for the Crays Creek-Powers Ranch Section, Project No. WPSS 244-B.

These papers are to replace those sent to you previously, there being no change in the total amount of the estimate, but a correction of thirty cents has been made in the total for the contract items.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

RECEIVED
MAR 1 1936

Oregon State Highway Department

U. S. Works Program
Project No. WPSS 244-B

CRAIG CREEK-POWERS RANCH SECTION

OF THE WILLIAMS HIGHWAY IN JOSEPHINE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 24, 1936

All Required		Clearing and Grubbing			$ 2,000.00
750	cu. yds.	Trench Excavation	$ 1.00		750.00
25,000	cu. yds.	Excavation, Single Classification	0.30		7,500.00
12,000	yd. sta.	Overhaul	0.03		360.00
4,500	yd. mi.	Trunk Haul	0.15		675.00
2.09	miles	Finishing Roadbed & Slopes	300.00		627.00
3,000	lin. ft.	Rounding Cutbanks	0.10		300.00
430	lin. ft.	18" Corrugated Iron Siphon Pipe	2.25		967.50
120	lin. ft.	36" Corrugated Iron Pipe, Protected Invert	4.00		480.00
550	lin. ft.	18" Concrete Pipe	2.25		1,237.50
60	lin. ft.	24" Concrete Pipe	5.00		300.00
600	lin. ft.	Salvaging Culvert Pipe	0.75		450.00
25	cu. yds.	Class "A" Concrete	22.00		550.00
2.0	M-FBM	Lumber & Timber in Bridge	60.00		120.00
1.3	M-FBM	Lumber & Timber in Flume	60.00		78.00
6,400	cu. yds.	Selected Roadbed Topping	0.90		5,760.00
3,800	cu. yds.	Crushed Gravel Topping	2.10		7,980.00
200	cu. yds.	Filler	0.40		80.00
300	yd. mi.	Hauling Filler	0.20		60.00
350	M-Gals.	Sprinkling	1.50		525.00
1,250	cu. yds.	Mineral Aggregate in Place	3.65		4,562.50
76	tons	No. 3 Oil in Place	30.00		2,280.00
24	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00		720.00
			Subtotal		$ 38,362.50
			Constr. Engr. & Cont.		3,836.25
			Survey and Plans		501.25
					$ 42,700.00

Length of Roadwork 2.091 miles
Cost per mile $ 20,420.85

WPSS Funds Requested- - - -

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
FEB 19 1936
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.———

POST OFFICE BUILDING
PORTLAND, OREGON

February 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to the project agreement estimate for Oregon Works Program project WPSS 24-B, the Grays Creek-Powers Ranch section of the Williams Highway, six copies of which you mailed us February 14, 1936, the subtotal of the contract items is thirty cents too large, resulting in a three cent error in "Constr. Eng. & Cont." and thirty-three cents in the total.

Funds requested should be shown as "WPSS", not WPSO.

We will hold the present estimate until we hear from you. Will you please send us a set of corrected copies for forwarding.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
(

F. E. Andrews
Sr. Highway Engineer

MAR 1 1936

FORM S-A-1 SM 1-56

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

244

OREGON STATE HIGHWAY COMMISSION

SALEM

March 2nd, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. L. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In answer to your letter concerning the compaction on the Grays Creek-Powers Ranch Section of the Williams Secondary Highway, in Josephine County.

Inasmuch as you think that the contractor is doing a reasonable job of compaction considering the weather, excavating material and character of surfacing to be placed on the road, I am pleased to approve your idea in the matter and will consider this sufficient.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM S-A-1 SH 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

244-12

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
FEB 26 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Feb. 24, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On the Grays Creek-Powers Ranch Section of the Williams Secondary Highway in Josephine County, contractor Hall is using a sixty cat with scraper to move dirt and to compact fills made by truck haul from shovel.

R. M. Smith has suggested to the contractor that the use of a bulldozer on this contract would result in better compaction and would comply with the specifications. The specifications do not specifically call for a tractor with scraper but do mention tractor with bulldozer.

The material being excavated is quite damp and has a lot of boulders in some parts of it. I thought the contractor was doing a reasonable job of compaction considering the weather, excavating material and character of surfacing to be placed on this road.

Please advise if use of tractor with scraper is sufficient.

Very truly yours,

NOTED

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

244-B

February 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Grays Creek-Powers Ranch Section, Project No. WP38 224-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MH

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPBS 244-B

GRAVEL CREEK-COUGAR RANCH SECTION

OF THE WILLAMINA HIGHWAY IN JOSEPHINE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1936

All Required		Clearing and Grubbing		$ 2,000.00
750	cu. yds.	Trench Excavation	$ 1.00	750.00
25,000	" "	Excavation, Single Classification	0.30	7,500.00
12,000	yd. sta.	Overhaul	0.03	360.00
4,500	yd. mi.	Truck Haul	0.15	675.00
2.09	miles	Finishing Roadbed & Slopes	300.00	627.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
430	" "	18" Corrugated Iron Siphon Pipe	2.25	967.50
120	" "	36" " " Pipe, Protected Invert	4.00	480.00
350	" "	18" Concrete Pipe	2.25	1,237.50
60	" "	24" " "	5.00	300.00
600	" "	Salvaging Culvert Pipe	0.75	450.00
25	cu. yds.	Class "A" Concrete	22.00	550.00
2.0	M-FBM	Lumber & Timber in Bridge	60.00	120.00
1.3	"	" " " " Flume	60.00	78.00
6,400	cu. yds.	Selected Roadbed Topping	0.90	5,760.00
3,800	" "	Crushed Gravel Topping	2.10	7,980.00
200	cu. yds.	Filler	0.40	80.00
300	yd. mi.	Hauling Filler	0.20	60.00
350	M-Gals.	Sprinkling	1.50	525.00
1,250	cu. yds.	Mineral Aggregate in Place	3.65	4,562.50
76	tons	No. 3 Oil in Place	30.00	2,280.00
24	"	Emulsified or Cutback Asphalt in Seal Coat	30.00	720.00
			Subtotal	$38,362.80
			Constr. Engr. & Cont.	3,836.28
			Survey and Plans	500.92
				$42,700.00

Length of Roadwork	2.091 miles
Cost per mile	$20,420.85

WPBS Funds Requested- $42,700.00

Estimated Labor Required	24,000 man hours
Cost of Labor	$15,000.00
Cost of Materials	$4,000.00

State Funds for Constrt Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 244, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931.

244-13

January 23, 1936

E. C. Hall
1160 Grant Street
Eugene, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract #1800 awarded to you on December 30, 1936 for the grading, surfacing and oiling of 2.09 miles of the Grays Creek-Powers Ranch Section of the Williams Secondary Highway in Josephine County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:dp

244-B

Notice of continuation of Contract & Protest - Ltr. Contract Awarded - 1/17/36

December 31, 1935

Mr. E. C. Hall, Contractor
11 and Grant Streets
Eugene, Oregon

Dear Sir:

Confirming my wire of the thirtieth instant, I wish to say that the State Highway Commission on December 30 awarded you the contract for the construction of the Grey's Creek-Powers Ranch Section of the Williams Secondary Highway in Josephine County, for which you submitted the low bid of $58,562.50 on November 30.

You may consider this letter as your authority to commence construction operations immediately. Contract forms for your acceptance are now being prepared and will be mailed to you shortly for execution.

You are also requested to immediately notify the U. S. Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,

Secretary

HBG:MDL

1207-A

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

244-B

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem Oregon December 30 19 35

To H O HALL

Street and No.

Place EUGENE OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION GRAVE CREEK POWERS RANCH SECTION OF WILLIAMS SECONDARY HIGHWAY IN JOSEPHINE COUNTY FOR WHICH YOU SUBMITTED LOW BID ON NOVEMBER THIRTIETH STOP THIS WIRE IS YOUR AUTHORITY TO COMMENCE CONSTRUCTION IMMEDIATELY CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY

STATE HIGHWAY COMMISSION

PREPAY

Sender's address for reference

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE.

Sender's telephone number

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
JAN 1
OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

December 30, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon WPSS 244-B, Grays Creek-Powers Ranch section of the Williams Secondary Highway, to E. C. Hall, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

24713

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec. 30, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached you will find certified copy of a deed from Josephine County to the State of Oregon, conveying a parcel of land for right of way purposes on the Grays Creek-Powers Ranch Section of the Williams Secondary Highway covering that section from station 98+12.5 to 109+06.2.

This leaves but one parcel of this unit that is not covered by deed. The parcel for which a deed has not been obtained stands in the name of "Anna J. Anderson". Condemnation suit has been filed against the owner and a copy of the complaint will be sent in a few days.

Very truly yours,

PAUL VANSCOY
Acting Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
cc. R. H. Smith

CDC:AWF

RECEIVED
DEC 31 1935

244B

WORKS PROGRESS ADMINISTRATION

Twelfth Floor - Bedell Building

Portland, Oregon

E. J. Griffith
Administrator for Oregon

December 27, 1935

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

SUBJECT: Availability of Relief Labor
Project WPSS-244B
Josephine County

This will acknowledge receipt of your letter of December 26th, with which you enclosed two copies of WPA Form 303, two copies of SWPA LM 12, and a request for my approval and certification as to the availability of relief labor for the above captioned project located on Secondary Highway No. 261 in Josephine County, approximately seven miles from Grants Pass.

This is to certify that our records indicate that relief labor is available for this project, and I herewith give my approval to its scheduling on or after January 1, 1936.

Very truly yours,

(Sgd) E. J. Griffith

State Administrator

244-13

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As the matters which have been delaying the award of the contract for the Gray's Creek-Powor's Ranch Project (WPSS 244-B) have now been satisfactorily arranged, the Highway Commission will, if you concur, award the contract to E. C. Hall, the low bidder. It is the desire of the Commission to make this award on December 30th.

Mr. Griffith's statement in regard to the availability of labor is being submitted herewith.

Your concurrence in the award of the contract as above indicated will be appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

244-B

December 24, 1935

Mr. F. L. TouVelle
Oregon State Highway Commissioner
Jacksonville, Oregon

Dear Mr. TouVelle:

With regard to the Williams Creek Highway project concerning which you phoned me a few minutes ago, investigation reveals that the award of the contract was held up by the Commission pending satisfactory conclusion of right of way matters. It appears that Josephine County was to acquire the right of way for this job but to date has not furnished it, although the descriptions were sent to them some time ago. No doubt they are working on the proposition now.

Another reason that the job is not awarded is that, since bids were taken for this job a new requirement has been received from the Federal Government, which makes it necessary to secure a written statement from the employment officials to the effect that there is plenty of relief labor available for the job. I anticipate no difficulty in securing such statement from these officials.

The rumor to the effect that there was something wrong with the low bid submitted for this job and that it was to be awarded to the second low bidder, apparently is without foundation and I am sure that the job will be awarded to Mr. E. C. Hall, the low bidder, as soon as the right of way has been acquired by the county and the statement as to labor requirements has been received from the employment officials.

Wishing you a very pleasant Christmas and a most happy New Year, I remain,

Sincerely yours,

Secretary

HBG:MEL

349-B

E. C. Hall
Eugene Oregon

State Hwy Comm today awarded you contract for construction Grays Creek - Powers Road section of Wolf Creek Secondary Hwy in Douglas County for which you submitted low bid on November 30th stop This gives you authority to commence construction immediately contract forms follow shortly -

A N Clarke Secretary

December 20, 1935

Honorable G. W. Mathews
County Judge
Josephine County
Grants Pass, Oregon

Dear Sir:

We are very anxious to advertise the Grays Creek-Illi Bar Ranch Unit of the Williams Secondary Highway in Josephine County. I have been advised that you have the right of way descriptions.

Bids for this project were opened on November 20. Pursuant to the instructions of the Highway Commission, the award cannot be made until the rights of way have been secured. If necessary to adopt condemnation proceedings, this should be done at once because we cannot hold the bids more than thirty days.

I know that you are anxious to have this work performed because of its material advantage to the people of Josephine County and the Commission has gone to a great deal of pains in preparing the project that was specifically requested by the Josephine County delegation at the time hearings were held relative to the allocations of the federal funds. I would appreciate your advice as to the present status of this situation and take the opportunity to request that you give this matter your earnest consideration.

I note Mr. Collier's letter of December 2 to you on the same subject.

Very truly yours,

State Highway Engineer

RHB:HI

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec. 2, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Descriptions for the seven pieces of right of way required for the Grays Creek-Ill Bar Ranch Unit of the Williams Secondary Highway in Josephine County were sent to the Josephine County Court on Oct. 17th, with the request that the right of way be secured and certified copies of deeds sent in as soon as possible.

I talked with Judge Mathews and Engineer Brown Friday, Nov. 29th, and so far the Court has not been able to agree with any of the property owners and has not secured any deeds. Bids for this project were opened Nov. 30th, and award should not be made until right of way has been secured.

The Judge said the property owners were asking too much money and it might be necessary to start legal proceedings. In my opinion these proceedings should have been started at least two weeks ago.

In order to expedite matters I suggest that a letter be written to the Court advising them that bids have been opened and award is being held pending securing right of way and if right of way cannot be secured by a certain date then the funds will be reallocated to projects in some other county.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 9th, 1935

Mr. H. B. Brown
County Engineer
Josephine County
Grants Pass, Oregon

Dear Sir:

Mr. Collier has forwarded a copy of your letter of December 5th, concerning the Williams Secondary Highway. Bids were opened on this job on November 30th, and we can only hold the award for 30 days. Therefore, we must have definite information by December 28th. If, however, you can clean the matter up before that time it would be greatly appreciated, as it is inadvisable to hold the contractors until so close to another letting without making a definite suggestion as to whether the project will be awarded.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM B-A-1 SM 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec. 8, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Ore.

ATTN: H. G. SMITH

Dear Sir:

R. M. Smith, Resident Engineer at Grants Pass, reports that the County Appraisers are working on right of way for the Grays Creek-Ill Bar Ranch Section and County Judge Mathews hopes to complete negotiations by the end of this week and in case agreement cannot be reached will proceed to secure right of way by legal action.

We will keep you advised but in the meantime suggest contract be not awarded. As a matter of fact only a limited amount of work can be done on this road until next May anyway. Of course the clearing, fence moving and installation of most of the culverts and siphons could and should be made before April 1st.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:A[redacted]

NOTED

FORM S-A-1 SM 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
S. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 2, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

The Gray's Creek-Ill Bar Ranch was referred to the Engineer with the power to award when the County has acquired the right of way. Please endeavor to have the County expedite this as much as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

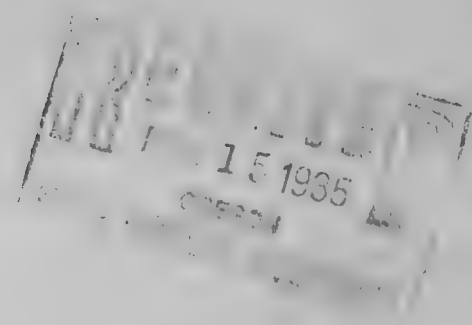
UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

2 14 A

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 13, 1935



Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Highway project No. WPSS 24-B, the Grays Creek-Powers Ranch Section of the Williams Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

November 8, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Grays Creek-Powers Ranch Section, Project No. WPSS 244-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPES 244-B

GRAVE CREEK-POWERS RANCH SECTION

OF THE WILLIAMS HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 8, 1933

All Required		Clearing and Grubbing		$ 2,000.00
750	cu. yds.	Trench Excavation	$1.00	750.00
25,000	" "	Excavation, Single Classification	0.30	7,500.00
12,000	yd. sta.	Overhaul	0.02	240.00
4,500	yd. mi.	Truck Haul	0.15	675.00
2.09	miles	Finishing Roadbed & Slopes	200.00	418.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
430	" "	18" Corrugated Iron Siphon Pipe	3.00	1,290.00
120	" "	36" " " Pipe, Pre-tested Invert	6.50	780.00
550	" "	18" Concrete Pipe	2.50	1,375.00
60	" "	24" " "	3.50	210.00
600	" "	Salvaging Culvert Pipe	0.75	450.00
25	cu. yds.	Class "A" Concrete	25.00	625.00
2.0	M-FBM	Lumber & Timber in Bridge	50.00	100.00
1.3	"	" " " " Flume	60.00	78.00
6,400	cu. yds.	Selected Roadbed Topping	0.80	5,120.00
3,800	" "	Crushed Gravel Topping	1.75	6,650.00
200	cu. yds.	Filler	0.40	80.00
300	yd. mi.	Hauling Filler	0.20	60.00
350	M-Gals.	Sprinkling	1.50	525.00
1,250	cu. yds.	Mineral Aggregate in Place	3.20	4,000.00
76	tons	No. 3 Oil in Place	30.00	2,280.00
24	"	Emulsified or Cutback Asphalt in Seal Coat	30.00	720.00
			Sub-total	$36,226.00
			10% Engr. & Cont.	3,622.60
			Total	$39,848.60

Length of Roadwork 2.091 miles
Cost per mile $19,057.19

WPSO Funds Requested- $ 39,848.60

Estimated Labor Required 24,000 man-hours
Cost of Labor $15,000.00
Cost of Materials $4,000.00

FORM 2-A-1 (ON 6-33)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Nov. 12, 1935.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Grays Creek-111 Bar Ranch Unit of
Williams Secondary Highway

Dear Sir:

County Judge Mathews advises that they are delayed about ten days getting right of way from Mr. C. T. Sweeney, who is out of town and will not return before that ten days. Also it will be necessary for me to go with the court and look at some trees in front of the 111 Bar Ranch belonging to Mr. Jones. I will try to do this at least within the ten days they mention.

I will keep in touch with the county court and advise you immediately when acquisition of right of way is completed.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM B-A-1 600 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 28, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On Sept. 30th, we sent in special provisions for the Grays Creek-Lil Bar Ranch Section of the Williams Secondary Highway in Josephine County.

We provided the gravel topping, crushed gravel surface and mineral aggregate should show an abrasive loss not in excess of 6%. In March, 1935, an abrasion test was made on the Haberman bar from which Hall secured his gravel topping last year and which bar is located at the west end of the proposed new section. This test showed an abrasion of 5.55%. I have received reports of three abrasion tests made on the Josephine County bar—6.18%, 6.73% and 8.82%. Also two abrasion tests on Sweeney bar—6.64% and 6.70%. Also on Dickson bar—8.82%. Please change the special provisions to permit use of material of an abrasive loss not exceeding 7%.

The weak material in this gravel is granite composition and this will not injure the gravel topping. Crushing of this material will tend to reduce the soft material to dust and I believe tests made on the mineral aggregate material manufactured from 2 inch plus gravel will show an abrasive loss not exceeding probably 5%.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM S.A.-1 SM 5-35

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 24, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Ore.

NOTED
State Highway Engineer

ATTN: H. G. SMITH

Dear Sir:

Attached hereto you will find revised descriptions covering right of way to be acquired by Josephine County for the Grays Creek-Ill Bar Ranch Unit of the Murphy-Provolt Section, Williams Secondary Highway. These were revised in our office to agree with the request contained in our letter to you of Sept. 30th. Inasmuch as the request to change right of way widths was overlooked, we took the liberty of changing the descriptions in this office before transmittal to the Josephine County Court.

The descriptions changed covered property to be acquired from Melvina Richardson and W. M. Jones.

Very truly yours,

E. A. COLLIER
Division Engineer

By C.D.C.
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AWF

FORM S-A-1 22669 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

CROSS REFERENCE SHEET

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 12, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Ore.

ATTN: H. G. SMITH

Dear Sir:

Judge Mathews of Josephine County states that the County is ready to acquire right of way on the Grays Creek-Ill Bar Ranch Section.

SEE Please send his copies of the right of way descriptions as soon as possible.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

244-B

CROSS REFERENCE SHEET

Name or Subject McNary-Oak Point Section, Independence Secondary, Contract No. 1678.

File No.

Regarding Subcontract

Date May 24, 1935

SEE 249

Name or Subject

1734

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

Library Bureau
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CONTRACT# [redacted] 1801 SEE: CONTRACT# 1789

3

1801 SH : Contract 1789

CONTRACT # 1802

4-1201 West Lake-Mohler Rock Production

1802

FORM 401 P 8-32 20M

#1802

4-1201

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ADDRESS REPLY
R. HARBISON

MAR 25 1936

ATWATER 0231

6TH FLOOR YEON BUILDING
Portland, Oregon

March 24, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: SAXTON & LOONEY
Portland, Oregon

It is our understanding that Saxton & Looney have been awarded a State Highway Contract on the Mohler Section of the Seaside Highway in the vicinity of Astoria, Oregon.

We anticipate furnishing this concern with petroleum products on this operation and will therefore appreciate your completing the attached Contractors' Questionnaire. We enclose herewith a business reply envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B
Encl

Form 388—5M—11-35

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 21st, 193 6

Section West Lake-Mohler

Highway Oregon Coast

Contractor Saxton & Looney and J.S.Risley

Date of contract January 9th, 193 6

Date work started February 3rd, 193 6

Amount of contract $ 25795.50

Estimated cost of completed project, exclusive of engineering $ 26837.32

Per cent of contract completed, based on total contract price started crushing Mar 21st %

Engineering cost to date, $ 205.20, %

Kind of work Maintenance Rock Production

Section prefix 4-1201

Contract number 1802

Date of completion June 30th, 193 6

Estimated date of completion " 1st, 193 6

Per cent of time elapsed 41.9 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Started crushing Saturday March 21st.

Party two days this week staking stock pile sites.Bulldozer sent down to Florence when it was returned from West Timber and it has been necessary to do more hand work on the sites than anticipated.All sites have been prepared from about Cannon Beach Junction

RECEIVED MAR 23 1936 OFFICE OF DIVISION ENGINEER DIVISION NO. 1

MAR 30 1936

Signed J.H.Scott

Address R Nehalem, Oregon,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			20		
Miles partially completed					
Miles completed					
Total estimated quantities			19500		
Estimated quantities moved or placed to date			00		
Average daily quantities			00		
Average daily quantities necessary to complete project on time			238		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			12		

Percentages of men employed on contract to be secured from: Astoria

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Relief COUNTY	U S E S COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6	4				2	12
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	Mar	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	15th	Clear		
Monday	16	cloudy		
Tuesday	17	Clear		
Wednesday	18	"		
Thursday	19	"		
Friday	20	"		
Saturday	21	stormy		started today

4-1201

February 28, 1936

Sexton & Looney and J. S. Risley
324 Henry Building
Portland, Oregon

Dear Sirs:

By express we are forwarding to you a fully executed copy of contract #1802 awarded to you on January 9, 1936, for the furnishing of 19,500 cu. yds. of crushed rock in stockpiles on he West Lake-Mohler Section of the Oregon Coast Highway in Clatsop and Tillamook Counties.

This copy is for your records and files.

Very truly yours,

Secretary

DP

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

4-1201

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

SALEM

November 29, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

In connection with the Seaside-Mohler rock production project, for which specifications were sent you some few days ago, I wish to make the following changes:

SOURCES, KIND AND QUANTITY OF MATERIAL

The State will make available to the contractor the old Hjortland quarry at Milepost 30.7 and the old county quarry at Milepost 43.8. Any other source the contractor might wish to use will be furnished at his own expense. The contractor will include in his bid the cost of any clearing or stripping necessary to properly handle the quarry.

HAUL ADJUSTMENT

Any haul adjustment made necessary by small changes in stock pile location or any haul required on quarry rejects over one-half mile will be adjusted at 10 cents per cubic yard mile.

The following is a corrected estimate:

1½" - 3/4"	Crushed Rock in Stock Pile	3,050 cu. yd.	1.88	$ 5,734.00
3/4" - ½"	" " " " "	6,050 " "	1.88	11,374.00
½" - ¼"	" " " " "	6,850 " "	1.88	12,878.00
¼" - 0	" " " " "	3,000 " "	0.25	750.00
Rejects				1,000.00
Hauling Rejections				500.00
Cleaning Stock Pile Sites - Force Account				
				$32,236.00
			10 per cent	3,223.60
				$35,459.60

CARL D. MASENBURG, EUGENE
E. B. ADRICH, PENDLETON
HENRY E. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

Mr. R. H. Baldock November 29, 1935.

In the first specifications submitted we included a quarry at Milepost 22.6. This was land belonging to the Crown Willamette Paper Company. Our first intimation through Mr. Gardiner of the right of way department was that this land could be purchased for $5.00 per acre and from $2.00 to $5.00 per thousand for merchantable timber. This seemed a very fair price, and we requested an option on eleven acres. I now have a copy of the daily report of right of way negotiations from Mr. Gardiner, giving the following information:

> "Discussed the above property with Mr. Frum today and he has placed a price of $4,000.00 on the land owned - about 11 acres. This price is based on the belief of their engineer that there is 200,000 yards of rock, upon which they have placed a value of 2 cents per yard."

As I believe it will be a hard matter to condemn this quarry and also due to the fact that there is very little likelihood of a contractor setting up here even though it were made available, I believe it would be advisable to change the set-up on this project as outlined above.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock

FORM 6-B-1 1M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

4-1201

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

November 14, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. S. M. Probert.

Dear Sir:

You have specifications on maintenance materials on the Coast Highway between Neat Lake and the South Fork of the Nehalem River. Will you please insert the following paragraph:

"If the quarry at Mile Post 43.8 is used, rock shall be taken uniformly on the face of the quarry next to the road."

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

EC:AM
cc R. H. Baldock

4-1201

October 22, 1935

Mr. J. H. Bishop,
Maintenance Engineer
O F F I C E

Dear Sir:

At the meeting held on October 16 at Klamath Falls, the State Highway Commission approved an expenditure of approximately $30,000 for crushing and stock-piling 16,400 cu. yds. of maintenance material in the vicinity of Cannon Beach Junction which material is to be used for the Oregon Coast Highway between Seaside and Mohler and between Cannon Beach Junction and Austin Point on the Nehalem Cutoff.

Yours very truly,

HBG:MC

State Highway Engineer

cc - S. H. Probert
H. G. Smith

PG [redacted] 1CM 1-35
[redacted] SIONERS
[redacted] COTT, CHAIRMAN, PORTLAND
[redacted] WASHBURNE, EUGENE
[redacted]. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October
7th
1935

IN REPLY PLEASE REFER TO FILE NO.

721.2

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

We have again exhausted all stock piled material in the vicinity of Cannon Beach junction. I would recommend the crushing and stock piling of 16,400 cubic yards.at an estimated cost of $30,000.

This material is to be used between Seaside, mile post 20, and Mohler, mile post 51, a distance of approximately 30 miles and between Cannon Beach junction and Austin Point on the Neahkahnie Cut-off, a distance of approximately 10 miles.

Very truly yours,

J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er

cc H. G. Smith

H. B. Glaisyer

Oct 16th

4-1201

September 15, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1802 for the construction of the West Lake-Mohler Section of the Oregon Coast Highway in Clatsop and Tillamook Counties, has been completed by the contractors, Saxton &bLooney and J. S. Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 25, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnsihed by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $26,559.06, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1802
X

4-1201

August 28, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton & Looney and J. S. Risley on Contract No. 1802 for the construction of the West Lake-Mohler Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. This payment will be made on or after September 7, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 SM 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

H-12-1

August 26, 1936

IN REPLY PLEASE REFER TO FILE NO.
4-1-31

Mr. R. H. Baldock
State Highway Engineer
O f/f in e

Attention: Mr. H. G. Smith

Dear Sir:

We are transmitting to J. W. McAllister today the following data in connection with the final estimate in the West Lake-Kohler rock production project, contract #1803:

2	books field notes
2	" plotted cross sections
2	" computation sheets
1	" miscellaneous notes
2	Straight line charts
3	rock ticket books
1	pack rock tickets (maintenance crew tickets for loads taken)

Three copies of the semi-final and final estimate and two copies each of the quantity summary sheets are being forwarded to the office of S. H. Probert.

Very truly yours,

F. D. EASON
Division Engineer

By

G. W. Ross
Office Engineer

GWR:RF
cc S. H. Probert
J. W. McAllister
R. H. Baldock

Mohler, Oregon,

August 22nd, 1936

Contract # 1902

4-1201

Mr F. D. Eason,

Division Engineer

Oregon State Highway Dept.,

Salem, Oregon.

RECEIVED
AUG 24 1936
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Dear Sir:

The final and semi final estimates fo the West Lake- Mohler Rock Production Project on the Oregon Coast Highway are being shipped to you today by express. The package containing the following:

2 books field notes

2 " platted cross sections

2 " computation sheets

1 " miscellaneous notes

2 Straight line charts

3 rock ticket books

1 pack rock tickets (maintenance crew tickets for loads taken)

1 semi-final estimate

1 final estimate

Yours truly.

J. H. Scott

Resident Engineer

CONTRACT# [redacted] 1803, 1810

NRS 30-A Swan Lake Jct.-Dairy Sec. 1933

[redacted], 1803, 1810 [redacted]

FILED
FOR FILING

30-a

March 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith four copies of form Emp. 32, covering labor and material costs under Contract No. 1803, Project No. WPGS 30-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

February 24, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of February 3, 1938, requesting copies of the form Emp. 32 for Contract No. 1803 on Oregon WPGS project No. 30-A, Dairy and Olene grade separations.

Will you please forward this information as soon as possible as the audited final voucher must be held in this office until it has been received.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

February 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher submitted for Oregon WPGS 30-A, Dairy and Olene grade separations, it appears that we have not received copies of the form Emp. 32 covering the work performed on this project under contract No. 1803.

The final voucher cannot be forwarded for payment until this data has been received.

Very truly yours,

W. H. LYNCH
District Engineer

#1703

RECEIVED
JUL 29 1937
FOR FILING
30-A

July 28, 1937

PLATT, HENDERSON, WARNER & CRAM
Porter Building
Portland, Oregon

Attention Mr. Wilber Henderson

Gentlemen:

This acknowledges receipt of your letter of July 27, and enclosures, being the release and discharge of lien by Falls Iron Works and release by Johnson Bros. Company and H. D. Miller Construction Company, in the matter of their claims against E.F. and W. F. Philpott, for services rendered in connection with the Philpott contract for the construction of a bridge over the O. C. & E. Railroad tracks, on the Klamath Falls-Lakeview Highway, near Daisy, Klamath County.

I wish to thank you for this information and advise that we are correcting our records in accordance therewith.

Very truly yours,

Secretary

HBH:MEK.

REFERRED TO
BY SECRETARY

RECEIVED JUL 30 1937 BEGEIVED

PLATT, HENDERSON, WARNER & CRAM
ATTORNEYS AND COUNSELORS AT LAW
PORTER BUILDING
PORTLAND, OREGON

ROBERT TREAT PLATT
WILBER HENDERSON
HAROLD J. WARNER
EDWARD T. CRAM

July 27, 1937

SUBJECT: E. F. AND W. F. PHILPOTT CONTRACT for construction of bridge over O.C. & E. Railroad tracks on Klamath Falls-Lakeview Highway near Dairy. No. 1803 (Great American Indemnity Bond No. 109064)

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We enclose herewith a release and discharge of lien by Falls Iron Works and release by Johnson Bros. Company and W. D. Miller Construction Co. It is our understanding that these documents evidence a complete discharge and exoneration of the Great American Indemnity Bond No. 109064.

We would appreciate acknowledgment of this communication and receipt of the enclosed documents at your earliest convenience.

Very truly yours,

PLATT, HENDERSON, WARNER & CRAM

By Wilber Henderson

WH:LP
Encl.

RECEIVED JUL 1937 STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

KNOW ALL MEN BY THESE PRESENTS that Johnson Brothers Company, a corporation organized and existing under and by virtue of the laws of the State of Oregon, and W. D. Miller Construction Company, a corporation organized and existing under and by virtue of the laws of the State of Oregon, for and in consideration of the sum of $90.63 and other good and valuable consideration, to them paid by E. F. Philpott and W. F. Philpott, of Portland, Oregon, receipt of which is hereby acknowledged, have released and forever discharged, and by these presents do for themselves and their successors and assigns, release and forever discharge the said E. F. Philpott and W. F. Philpott of and from all manner of actions, causes of actions, suits, debts, dues, sums of money, reckonings, claims for damages, claims and demands whatsoever in law or inequity which the said Johnson Brothers Company and W. D. Miller Construction Company ever had, now have, or can have against the said E. F. Philpott and W. F. Philpott or either of them on account of that contract entered into on the 28th day of January, 1936, wherein E. F. Philpott and W. F. Philpott are named as parties of the First Part and Johnson Brothers Company and W. D. Miller Construction Company, are named as parties of the Second Part, together with any claims the said Johnson Brothers Company or W. D. Miller Construction Company have or may have against the said E. F. Philpott and W. F. Philpott on account of work performed on the Klamath Falls--Lakeview Highway, known as State Highway contract Number 1803;

IN WITNESS WHEREOF, Johnson Brothers Company and W. D. Miller Construction Company and each of them have by authorization of their respective boards of directors, caused these presents to be executed and their respective seals to be hereto affixed, this 5th day of ~~March~~ April, 1936.

JOHNSON BROTHERS COMPANY

By D. W Johnson President

By [illegible] Secretary

W. D. MILLER CONSTRUCTION COMPANY

By W D Miller President

By E. Ashenbrenner Secretary

STATE OF OREGON,)
Klamath) ss
County of ~~Multnomah.~~)

BE IT REMEMBERED, That on this 5th day of ~~March~~ April, 1937, before me appeared D. W. Johnson and W. C. Van Emon both to me personally known, who being duly sworn, did say that he, the said D. W. Johnson is the President, and he, the said W. C. Van Emon is the Secretary of Johnson Brothers Company, the within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and said D. W. Johnson and W. C. Van Emon acknowledged said instrument to be the free act and deed of said Corporation.

In Testimony Whereof, I have hereunto set my hand and affixed my official seal, this the day and year first in this, my certificate, written.

Jay Herrmann

Notary Public for Oregon
My commission expires: 10/4/39

STATE OF OREGON,)
Klamath) ss
County of ~~Multnomah.~~)

On this 5th day of ~~March~~ April, 1937, before me appeared W. D. Miller and E. Ashenbrenner both to me personally known, who being duly sworn, did say that he, the said W. D. Miller is the President, and he, the said E. Ashenbrenner is the Secretary of W. D. Miller Construction Company, the within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and said W. D. Miller and E. Ashenbrenner acknowledged said instrument

to be the free act and deed of said Corporation.

In Testimony Whereof, I have hereunto set my hand and affixed my official seal, this the day and year first in this, my certificate, written.

Jay Herrmann

Notary Public for Oregon

My commission expires: 10/4/39

[illegible] Secretary of State, Salem, Oregon; the Oregon State Highway Commission, [illegible] American Indemnity Company, E. F. and W. F. Philpott, that the undersigned Frank M. Loosley, doing business as the Falls Iron Works, of Klamath Falls, Oregon; in connection with Contract No. 1803, executed January 28th, 1937, by and between E. F. Philpott and W. F. Philpott of Portland, Oregon and W. D. Miller Construction Company and Johnson Brothers Company, Klamath Falls, Oregon; the claim heretofore filed by the Falls Iron Works in the sum of $129.49 has been fully paid, satisfied and discharged, and that all of the above named persons, firms and corporations are hereby released and discharged from any further claim or demand on account thereof by the Falls, Iron Works, of Klamath Falls, Ore.

IN WITNESS WHEREOF, the Falls Iron Works has caused this release and discharge to be duly executed this 23rd day of July, 1937.

FALLS IRON WORKS

By Frank M. Loosley
Owner

STATE OF OREGON)
) ss
County of Klamath)

BE IT REMEMBERED, That on this 23rd day of July 1937 before me the undersigned a Notary Public in and for said county and state personally appeared the within named, Frank M. Loosley who is known to me to be the identical individual described in and who executed the within instrument, and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and notarial seal the day and year last afore written.

Walter C. Van Enon.
Walter C. Van Enon.
Notary Public in and for the State of Ore.
My Commission expires. 2/1[illegible]/40

RECEIVED
JUL 12 1937
FOR FILING
30-Q

July 10, 1937

Henderson & Warner,
Attorneys at law
1115 Porter Building
Portland, Oregon

Attention: Mr. Wilbur Henderson

Gentlemen:

Reply is made to your letter of July 6 in regard to claims outstanding and of record in this office against the E. F. and W. F. Philpott contract for the construction of a bridge over the O. C. & E. railroad tracks on the Klamath Falls-Lakeview Highway, near Dairy, in Klamath County.

Inspection of our records reveals that we have knowledge of only three claims against this job, as follows:

Claim of D. W. Johnson & Johnson Bros. Co., in the amount of $4,271.45, for rental of equipment, claim was filed on October 1, 1936;

Claim of the Falls Iron Works, in the amount of $129.49, for labor and material furnished Johnson Bros., subcontractors, claim filed November 6, 1936;

Claim of W. D. Miller Construction Co., in the amount of $3,162.51, for equipment rental, filed November 10, 1936.

The Johnson and Miller claims were filed through the office of the Secretary of State but we have no record that the Falls Iron Works claim has been presented to the Secretary of State, although that may have been done. We have a working arrangement with the Secretary of State to notify us of all claims filed with him against state highway contracts. This, however, is not a legal requirement and there is a possibility that we were not advised of all claims that have been filed in that office, although to date we have no knowledge that we have not been so notified.

I am sorry that this information was not sent to you sooner but I have been out of the city and just returned yesterday.

Yours very truly,

HBG:MC

Secretary

July 10, 1937

H. B. G.

Claims against this contract are as follows:

Oct, 1, 1936 - D. W. Johnson & Johnson Bros. Co. $4,271.45 - for equipment rental - filed thru Secretary of State.

Nov, 6, 1936 - Falls Iron Works $189.49 for labor and material, against Johnson Bros., subs. No record in this office of filing thru Secretary of State,

Nov, 10, 1936 - W. D. Miller Construction Co. $3,162.51 for equipment rental. Filed thru Secretary of State.

The above is a list of all claims of which we have record. He has been advised twice before regarding the same matter.

McFarland.

Railroad tracks on Klamath Falls-Lakeview Highway near Dairy. No. 1803
(Great American Indemnity Bond No. 109064)

Kindly forward to us immediately a complete list of all claims filed with you within six months after the expiration of the completion of the above captioned contract, and which claims would be enforcible if valid, against the Great American Indemnity Company bond number 109064.

This inquiry is made on behalf of the Great American Indemnity Company, for whom we are acting as attorneys.

Yours truly,

HENDERSON & WARNER

By [signature]

ANSWERED
H. B. G.

WH:LP

Jim
send list of all claims
and date filed

LAW OFFICE
HENDERSON & WARNER
PORTLAND, OREGON

WILBER HENDERSON
H. J. WARNER

1115 Porter Building
Portland, Oregon
July 6, 1937

Oregon State Highway Commission
Salem, Oregon

ATTENTION: H. B. GLASYER

Gentlemen:

Re: E. F. and W. F. Philpott Contract for construction of bridge over U.C. & E. Railroad tracks on Klamath Falls-Lakeview Highway near Dairy. No. 1803
(Great American Indemnity Bond No. 109064)

Kindly forward to us immediately a complete list of all claims filed with you within six months after the expiration of the completion of the above captioned contract, and which claims would be enforcible if valid, against the Great American Indemnity Company bond number 109064.

This inquiry is made on behalf of the Great American Indemnity Company, for whom we are acting as attorneys.

Yours truly,

HENDERSON & WARNER

By Wilber Henderson

ANSWERED
H. B. G.

WH:LP

send list of all claims and date filed

FORM 8A-1 BM 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

30

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 6th, 1937

IN REPLY PLEASE REFER TO FILE No.

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

I herewith submit an estimate of cost for the finishing of the East Approach to the Dairy Overcrossing. At the time the overhead crossing was built, it was necessary to keep the expenditure within the 5,000-ft. limit, and a temporary connection was made to the old highway. The excavation from the cuts at the overcrossing was hauled onto the new grade, but it is anticipated that it will cost nearly $20,000 to complete the 0.45 mile remaining.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
APR 30 1937
FOR FILING
30-a

April 29, 1937.

HENDERSON & WARNER:
Yeon Building
Portland, Oregon

Attention Mr. M. J. Warner

Gentlemen:

Reply is made to your letter of the 27th inst. in regard to claims on file in this office against E. F. and W.F. Philpott, for the construction of a bridge over the O. C. & E. Railroad tracks on the Klamath Falls-Lakeview Highway, near Dairy, in Klamath County.

The claims listed in your letter are all that we have knowledge of against this contract, and the amounts of the claims as filed in this office agree exactly with the amounts stated in your letter.

Our records further disclose that this project was completed by the contractor on October 21, 1936, and was accepted by the State Highway Commission by formal action on November 18, 1936.

According to Chapter 280, Laws of Oregon, 1931, claims against the bond furnished by any of our contractors should be filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the contract and acceptance thereof by the proper authority, which, in this instance, is the State Highway Commission, in order to hold the bond responsible and liable for the settlement of the claim.

Very truly yours,

Secretary

HBG:MBL

No other claims have been filed. I have checked his list with ours and it agrees.
Contract was accpptedn Nov, 18, 1936.

J. McF.

:R

1937

Highway Commission
Salem, Oregon

Gentlemen: ATTENTION: H. B. GLASYER

Re: E. F. and W. F. Philpott Contract for construction of bridge over O.C. & E. Railroad tracks on Klamath Falls-Lakeview Highway near Dairy. No. 1803 (Great American Indemnity Bond No. 109064)

By reason of your correspondence with the Great American Indemnity Company whom we represent, we are advised of the following claims against the contractor and surety in connection with the above matter:

Falls Iron Works of Klamath Falls	$129.49
W. D. Miller Construction Company	3162.51
Johnson Bros. Company	4271.45.

Please give us information in answer to the following:

1. The names and amounts of any other claims which have been filed against this contractor and bond;

2. The last date for filing claims against the bond.

Yours truly,

HENDERSON & WARNER

By H. J. Warner

HJW:LP

ANSWERED
H. B. G.

LAW OFFICE
HENDERSON & WARNER
YEON BUILDING
PORTLAND, OREGON

WILBER HENDERSON
H. J. WARNER

April 27, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: ATTENTION: H. B. GLASYER

Re: E. F. and W. F. Philpott Contract for construction of bridge over O.C. & E. Railroad tracks on Klamath Falls-Lakeview Highway near Dairy. No. 1803 (Great American Indemnity Bond No. 109064)

By reason of your correspondence with the Great American Indemnity Company whom we represent, we are advised of the following claims against the contractor and surety in connection with the above matter:

Falls Iron Works of Klamath Falls	$129.49
W. D. Miller Construction Company	3162.51
Johnson Bros. Company	4271.45

Please give us information in answer to the following:

1. The names and amounts of any other claims which have been filed against this contractor and bond;

2. The last date for filing claims against the bond.

Yours truly,

HENDERSON & WARNER

By H. J. Warner

HJW:LP

ANSWERED
H. B. G.

RECEIVED
JAN 6 1937
FOR FILING
30-a

#1803

January 5, 1937

Great American Indemnity Company,
Harvey Wells Insurance Company, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1803 for the construction of the Dairy Overcrossing on the Klamath Falls-Lakeview Highway in Klamath County, has been completed by the contractors, E. F. & W. F. Philpott, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 15, 1937.

The State has been advised of the following claims against this contract: D. W. Johnson & Johnson Bros., $4,271.45, for equipment rental; Falls Iron Works $129.49, labor and materials and W. D. Miller Construction Co., $5,182.51, for equipment rental and material.

You are advised that the State assumes no responsibility for the above claims or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $57,779.90, including the final payment. Of this amount $278.14 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

30-C

December 31, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of requests for reduction of amount of Federal Funds for WPGH Projects 78-E, 171-A and 262-A and WPGS Projects 30-A, 197-C, 254-A and 268-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/LR

Encl.

#1810

RECEIVED
DEC 29 1936
FOR FILING
30-a

December 28, 1936

General Casualty Company of America,
W. E. Mahoney, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1810 for the construction of the Olene Undercrossing on the Klamath Falls-Lakeview Highway in Klamath County, has been completed by the contractor, G. I. Stebbins Construction Company, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 7, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $27,601.41, including the final payment. Of this amount $513.86 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 23 1936
FOR FILING

30-A

#1810

December 22, 1936

General Casualty Company of America,
Seattle, Washington.

Attention: S. L. Catelli.

Gentlemen:

Reference is made to your letter of December 14th concerning the G. I. Stebbins Contract No. 1810 - for the construction of the Olene Undercrossing in Klamath County.

You are advised that the status of this contract is the same as when we advised you on November 18th. However, it is expected that final payment will be made within the next two weeks.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

#1810

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE

RECEIVED
DEC 15 1936

December 14, 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond No. 10981 - G. I. Stebbins Construction Company - Contract for undercrossing O.C.&E. Ry Tracks near Olene, Oregon U.S.W.P. Grade Separation No. WPGS 39-A

In a status report dated November 18, 1936 you stated that this contract was completed on October 20, and that there was a retained percentage of $2,013.54 to be paid. We would like to know if this final payment has been made and if it is in order for us to retire our file at this time.

We appreciate your cooperation and are enclosing a stamped envelope for your reply.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

Oct. 3 -
C - $ 27,233.99
R - $ 2,013.64
Pl - $ 25,220.35

RECEIVED
DEC 1 1936
FOR FILING
W. D. MILLER CONSTRUCTION CO.

30a

December 18, 1936

W. D. Miller Construction Company

Klamath Falls, Oregon

Gentlemen:

Honorable Earl Snell, Secretary of State, has forwarded to this office your letter of the 15th instant inquiring as to what action has been taken on your claim against E. F. and W. F. Philpott for materials, rentals, et cetera, furnished them in the sum of $3,162.51 in connection with the Dairy Overhead Crossing Contract with the State Highway Commission.

No action has been taken by the State Highway Commission in this matter except to advise you of the name of the surety on the bond which was furnished the State to protect creditors. We also brought the matter to the attention of the contractor and the surety.

For your ready reference, the bond was written by the Great American Indemnity Company for whom Harvey Wells Insurance Agency is the agent with offices in the Failing Building, Portland.

If you can not secure satisfaction of your claim, then of course it will be necessary for your to take the matter to court.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

P. O. BOX 38 TRUCKS FOR HAULING PHONE 78

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS

DEALERS IN

CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES

KLAMATH FALLS, OREGON

December 15, 1936.

Mr. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

Please be referred to your letter of November 2nd stating that our claim had been filed against E. F. and W. F. Philpott for materials, rentals, etc. furnished in the sum of $3,162.51 for use on the Dairy Overhead Crossing, State Highway Job No. WPGS 30 A.

Will you please advise what action has been taken to satisfy this claim, as we are very much in need of this money and are anxious to get the matter settled as soon as possible.

Yours very truly,

W. D. MILLER CONSTRUCTION CO.

By W. D. Miller

WDM:EA.

December 17, 1936
Respectfully referred to the State Highway Commission for attention.
SECRETARY OF STATE

RECEIVED
DEC 17 1936
EARL SNELL
STATE DEPARTMENT

30-A

RECEIVED
DEC 19 1936
FOR FILING

#4803

December 12, 1936

Great American Indemnity Company
Harvey Wells Insurance Agency, Agents
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. [illegible]. & W. F. Philpott in connection with Contract No. 1803, for the construction of an overcrossing over O. C. & E. Railway Tracks near Dairy in Klamath County on the Klamath Falls-Lakeview Highway. This payment will be made on or after December 22, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

CE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

30 a

December 9, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGS 30-A, Dairy Overcrossing and Olene Undercrossing of O.C.& E. Ry., Klamath Falls-Lakeview Hwy., was made by a representative of this office on November 18, 1936. Prompt submission of the final voucher will be appreciated..

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

#1803

RECEIVED
NOV 21 1936
FOR FILING
30-a

November 20, 1936

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Burner.

Gentlemen:

In response to your inquiry of November 17th you are advised that the E. F. & W. F. Philpott contract No. 1803, for the construction of an overcrossing over the S. P. C. & E. Railway Tracks in Klamath County, was completed October 21, 1936. This contract was accepted by the Highway Commission on November 18, 1936. Final payment has not yet been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

NOV 20 1936

November 17, 1936

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: E. F. & W. F. Philpott
Oregon State Contract #1803

Will you kindly advise us the completion and acceptance dates of this contract which we understand has been finished for some time?

Stamped and addressed envelope is enclosed for your convenience and we shall appreciate an early reply.

Yours very truly,

SHELL OIL COMPANY

FRANK J. HUEBNER
Division Credit Manager

RER:ET
ENC.

#1803

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

WILLIAM H. KOOP
PRESIDENT

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

PORTLAND, OREGON

November 12, 1936

Mr. H. B. Glaisyer
Oregon Highway Commission
Salem, Oregon.

Dear Sir:

Re: E. F. and W.F. Philpott
Contract 1803

You recently furnished us with information regarding claims made against Philpott & Philpott on the above contract, which was for the construction of a bridge over the O.C.&.E. railroad tracts.

In order that you may know that proper attention is being given this matter, we wish to advise that Mr. Philpott has placed this in the hands of Attorney Harold Warner, Yeon Building, Portland, Oregon, who will represent him as well as the Great American Indemnity Company.

Yours very truly,

HARVEY WELLS INSURANCE AGENCY

By John H. Barnett
Manager, Surety Department

jhb/s

#1803

RECEIVED
NOV 13 1936
FOR FILING

30-a

November 9, 1936

Honorable Earl Snell
Secretary of State
B U I L D I N G

Dear Mr. Snell:

I wish to acknowledge receipt of your letter of November 9 inclosing three copies of a notice of claim by H. B. Miller Construction Company against the bond taken by I. F. and W. F. Philpott for the construction of a bridge over the O. C. & E. Railway tracks near Dairy in Klamath County, being State Highway Contract No. 1803. It is noted that the claim is in the amount of $3162.51.

I am forwarding a copy of this notice to the contractor and the surety on the bond.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

November 9, 1936

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

I am inclosing for your information a copy of a notice of claim that has been filed in the office of the Secretary of State by W. D. Miller Construction Company Klamath Falls, against the bond furnished the State by E. F. and W. F. Philpott, contract No. 1803, for the construction of a bridge over the O. C. & E. Railroad tracks on the Klamath Falls-Lakeview Highway near Dairy in Klamath County.

This information is given you since our records disclose that you are surety on the above mentioned bond.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:MM

encl.

cc - E. F. and W. F. Philpott

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

NOV 1 1936

November 9, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by W. D. Miller Construction Company for $3162.51 against the bond taken from E. F. and W. F. Philpott for work on the Dairy Overhead Crossing which was filed in this office on November 2nd.

Please acknowledge receipt of the copies.

Yours very truly,

Sere Snell

Secretary of State

S:FM
encs. 3

ACKNOWLEDGED
H. B. GLAISYER

Klamath Falls, Oregon, October 10, 1936

W. D. MILLER CONSTRUCTION CO.
General Contractors
and dealers in building material

Sold to Oregon State Highway Commission,
Salem, Oregon.

Terms

Address or Job_____
Your Order No._____
Our Order No._____

STATEMENT.

STATEMENT OF INVOICES ATTACHED HERETO FOR MATERIALS, RENTALS, ETC., FURNISHED E. F. AND W. F. PHILPOTT ON DAIRY OVERHEAD CROSSING, JOB NO. WPGS - 30A:

Rental charges on equipment, Net Balance due -	$1,851.79
Explosives Furnished, Total Amount -	1,163.10
Cash Advanced for Labor, etc. -	147.62
Total amount of claim -	$3,162.51

W. D. MILLER CONSTRUCTION CO.

By W. D. Miller, Pres.

Subscribed and sworn to before me this 12th day of October, 1936.

(SEAL) HELEN GATES
Notary Public for State of Oregon.
My commission expires Nov. 3, 1939.

* * * * * * * * * * * * * * * * *

Sold to Oregon State Highway Commission,
Salem, Oregon.

INVOICE.

RENTAL CHARGES ON EQUIPMENT FURNISHED E. F. AND W. F. PHILPOTT ON DAIRY OVERHEAD CROSSING JOB NO. WPGS - 30A:

Truck Rental, Miscellaneous Hauling:			
March 17 - Hlg. Ripper from Ireka to Dairy, 3 Yd. Truck - 10½ Hrs. -	@ 2.25 -	23.62	
March - 2 Yd. Truck - 73½ "	@ 1.75 -	128.73	
April - " " 54 "	@ 1.75 -	94.50	
May - " " 22½ "	@ 1.75 -	39.38	
July) August) - 3 Yd. Truck, Hlg. Filler and Salvage Rock - 52 Hrs.	@ 2.25 -	117.00	403.23
Truck Rental, for Hauling Cinders, July 16th to and including August 3rd:			
14,393 Yd. Miles	@ .09 -		1,295.37
Total Truck Rental -			1,698.60
Rental of Shovel, July 16th - August 3rd, incl.			
19 Days Rental, 8 Hrs. per day, or 152 Hrs.	@ 3.75 -	570.00	
(Note: This rental chg. includes gas and oil furnished by us, but labor not included).			
Transporting Shovel to Job, and returning same -		125.00	695.00
Total Rental Charges -			2,393.60
Less Credits:			
Gasoline and Oil invoices paid by Philpott, total amount -		230.81	
Truck Labor paid by Philpott, total amount -		311.00	541.81
Net Balance due on Rental charges -			$1,851.79

W. D. MILLER CONSTRUCTION CO.
By W. D. Miller, Pres.

Subscribed and Sworn to before me this 12th day of October, 1936.

(SEAL) HELEN GATES
Notary Public for State of Oregon.
My Commission expires Nov.3, 1939.

Klamath Falls, Oregon, October 10, 1936

W. D. MILLER CONSTRUCTION CO.
General contractors
and dealers in building material

Sold to Oregon State Highway Commission,
Salem, Oregon.

INVOICE.

CASH ADVANCED ON E. F. AND W. F. PHILPOTT DAIRY OVERHEAD CROSSING JOB NO. WPGS 30A

Feb. 13, 1936	- Repairs on Cap Shooter - Du Pont Co. -	2.00
Jan. 30,	- Check to Laborer hired by Johnson on Dairy Job -	18.00
Mar. 3,	- Check to Glen Putnam " " " "	18.75
7,	- " " G. K. Yorton " " " "	9.87
9,	- " " Glen Putnam " " " "	14.00
19,	- " " Johnson Bros. to be applied on labor -	45.00
Apr. 29,	- " " " " " " " " -	25.00
May 31,	- " " Lem Sehorn, Shovel Operator Dairy Job -	12.00
July 14,	- Repairs on Magneto, Specialised Service Co., City	3.00
	Total cash advanced -	147.62

Subscribed and sworn to before me
this 12th day of October, 1936

W. D. MILLER, CONSTRUCTION CO.
By W. D. Miller Pres.

(SEAL) HELEN GATES
Notary Public for State of Oregon.
My commission expires Nov. 3, 1939

* * * * * * * * * * *

Klamath Falls, Oregon, October 10, 1936

Sold to Oregon State Highway Commission
Salem, Oregon.

INVOICE

EXPLOSIVES FURNISHED E. F. AND W. F. PHILPOTT ON DAIRY OVERHEAD CROSSING JOB NO. WPGS - 30A:

10 Bxs.	(500 Lbs.)	Spec. Stumping -	@ 12.25 cwt. -	61.25
69 Bxs.	(3450 ")	Red Cross F. R.	@ 13.25 "	457.18
43½ "	(2175 ")	40% Gelatin -	@ 13.75 "	299.06
18 "	(900 ")	Granular Powder	@ 11.75 "	105.75
26 Kegs		Black Powder -	@ 3.05 per keg	79.30
7 Spools		Connecting Wire	@ 1.00 Spool	7.00
25 Rolls	(2500 Ft.)	Fuse -	@ 8.00 per M	20.00
10½ Bxs.		#6 Blasting Caps	@ 2.00 " Bx.	21.00
50		4 Ft. Elect. "	@	4.45
637		8 Ft. " "	@ 9.90 per C.	63.06
250		12 Ft. " "	@ 10.90 " "	27.25
150		16 Ft. " "	@ 11.90 " "	17.85

Total Amountof Explosives Furnished - $1,163.10

W. D. MILLER CONSTRUCTION CO.

By W. D. MILLER, Pres.

Subscribed and sworn to before me this 12th day of October, 1936.

(SEAL) HELEN GATES
Notary Public for State of Oregon.
My Commission expires Nov. 3, 1939.

Endorsed: File No. 2564
Filed November 2, 1936
EARL SNELL, Secretary of State

#1803

RECEIVED
NOV 9 1936
FOR FILING

30-a

November 6, 1936

Falls Iron Works
466 Spring Street
Klamath Falls, Oregon

Attention: H. W. Bahlke
Bookkeeper

Gentlemen:

This acknowledges receipt of your letter of the 4th instant advising us of your claim in the amount of $129.49 against Dave Johnson or Johnson Brothers Construction Company arising out of a road construction project at Dairy, Oregon.

The State Highway Commission has no contract with either Dave Johnson or Johnson Brothers Construction Company; however the Commission does have a contract with E. F. and W. F. Philpott for the construction of a bridge over the O.C. & E. Railroad tracks on the Klamath Falls-Lakeview Highway near Dairy in Klamath County, State Highway Contract No. 1803. The bond furnished by the contractor was written by the Great American Indemnity Company for whom Harvey Wells Insurance Agency is the local representative, offices in the Failing Building, Portland.

I presume this is the contract to which you refer and that Dave Johnson or Johnson Brothers Construction Company are doing a part of the work as subcontractors. If that is the case, you should file notice of your claim with the original contractor, E. F. and W. F. Philpott whose address is 2025 Northeast 12th Street, Portland, Oregon, and with the Bonding Company's agent inasmuch as the bond was furnished for the protection of claims incurred against the job.

Should you secure no satisfaction by so doing, then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with Chapter 280, Laws of Oregon of 1931, a mimeographed copy of which is inclosed.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

November 6, 1936

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that the State Highway Commission has today received from the Falls Iron Works, Klamath Falls, advising of their claim in the amount of $129.49 against Dave Johnson or Johnson Brothers Construction Company arising out of a road construction project at Dairy, Oregon.

The State Highway Commission has no contract with Dave Johnson or Johnson Brothers Construction Company but it does have a contract with E. F. and W. F. Philpott for the construction of a bridge over the O. C. & E. Railroad tracks on the Klamath Falls-Lakeview Highway near Dairy. This is State Highway Commission contract No. 1803 and we presume it is the one to which they refer and that Dave Johnson or Johnson Brothers Construction Company are subcontractors in connection therewith.

This information is given you inasmuch as you appear as surety on the bond furnished by the contractor in connection with the above mentioned contract.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

cc - E. F. & W. F. Philpott

FRANK M. LOOSLEY
PHONE 736-M

PHONE 884

FALLS IRON WORKS

ENGINEERS - MACHINISTS
BOILERMAKERS, IRONWORKERS, WELDERS
BLACKSMITHS, HEAVY FORGINGS, LOGGING TOOLS
468 SPRING STREET
KLAMATH FALLS, OREGON

RECEIVED
NOV 6 1936
OREGON
STATE HIGHWAY COMMISSION

November 4, 1936

Oregon State Highway Commission
Salem , Oregon

Gentlemen:

To Oregon State Highway Commission of the State of Oregon.

Notice is hereby given that the undersigned , FALLS IRON WORKS Of Klamath Falls, Oregon has a claim for , repairs - Labor & Materials in the sum of $129.49 against the bond taken from , Great American Indemnity Company for the work of building road at Dairy, Oregon.

This amount is to satisfy our account with Mr. Dave Johnson or Johnson Brothers Construction Co.

Very truly yours,

FALLS IRON WORKS

By H W Rahlke Bookkeeper

ACKNOWLEDGED
H. B. GLAISYER

#1803

RECEIVED
NOV 4 1936
FOR FILING

30-a

November 2, 1936

W. D. Miller Construction Company
Klamath Falls, Oregon

Attention: W. D. Miller

Gentlemen:

This acknowledges receipt of your letter of the 25th ultimo advising us of your claim in the amount of $3,162.51 against E. F. and N. F. Philpott arising out of their contract with the State Highway Commission for the construction of a bridge over the O. C. & E. Railway tracks on the Klamath Falls-Lakeview Highway near Dairy in Klamath County, State Highway Contract No. 1809.

In connection with this job E. F. and N. F. Philpott furnished the State with a surety bond for the protection of claims. We offer this bond to you for the protection of your claim. It was written by the Great American Indemnity Company for whom Harvey Wells Insurance Agency is local agent with offices in the Failing Building, Portland.

I note that you have sent copies of your letter and claim to the Secretary of State and to the contractor. I would suggest also that you filed notice with the agency of the bonding company.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AE

encl.

cc E. F. & N. F. Philpott

November 2, 1936

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received notice from W. D. Miller Construction Company, Klamath Falls, Oregon, of a claim in the amount of $3,162.51 which they have against E. F. and W. F. Philpott for materials, rentals, et cetera, furnished the contractor in connection with the construction of a bridge over the O. C. & E. Railway tracks on the Klamath Falls-Lakeview Highway near Dairy in Klamath County.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished E. F. and W. F. Philpott in connection with this job, State Highway Commission contract No. 1803.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM
encl

cc - E. F. and W. F. Philpott

P. O. BOX 351 TRUCKS FOR HAULING PHONE 76

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS

DEALERS IN

CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES

KLAMATH FALLS, OREGON

October 25, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Attached please find itemized statements of materials, rentals, and cash advances furnished E. F. and W. F. Philpott on Dairy Overhead Crossing State Highway Job No. WPGS 30A, in the total amount of $3162.51 for which we wish to file claim.

Yours very truly,

W. D. MILLER CONSTRUCTION CO.

By W. D. Miller

WDM:EA.
Encl.

CC Secretary of State.
CC E. F. and W. F. Philpott.

ACKNOWLEDGED
H. B. GLAISYER

PHONE 78.
201 MAIN ST.

Klamath Falls, Oregon, October 10, 1936.

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
AND DEALERS IN BUILDING MATERIAL

Sold to Oregon State Highway Commission,
Salem, Oregon.

ADDRESS OR JOB _____

YOUR ORDER NO. _____

Terms _____

OUR ORDER NO. _____

STATEMENT.

NOTICE—MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON. A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED. SECTION 10181—OREGON LAWS

STATEMENT OF INVOICES ATTACHED HERETO FOR MATERIALS, RENTALS, ETC., FURNISHED E. F. AND W. F. PHILPOTT ON DAIRY OVERHEAD CROSSING, JOB NO. WPGS - 30A:

Rental Charges on Equipment, Net Balance due -	$ 1,851.79
Explosives Furnished, Total Amount -	1,163.10
Cash Advanced for Labor, etc. -	147.62
Total Amount of Claim -	$ 3,162.51

W. D. MILLER CONSTRUCTION CO.
By W. D. Miller, Pres.

Subscribed and sworn to before me this 12th day of October, 1936.

Helen Gates
Notary Public for State of Oregon.

My Commission expires Nov. 3, 1939.

PHONE 78
201 MAIN ST.

Klamath Falls, Oregon, October 10, 1936.

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
AND DEALERS IN BUILDING MATERIAL

Sold to Oregon State Highway Commission,
Salem, Oregon.

Address or Job _____

Your Order No. _____

Our Order No. _____

Terms _____

INVOICE.

NOTICE---MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON. A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED. SECTION 10191---OREGON LAWS

RENTAL CHARGES ON EQUIPMENT FURNISHED E. F. AND W. F. PHILPOTT ON DAIRY OVERHEAD CROSSING JOB NO. WPGS - 30A:

Truck Rental, Miscellaneous Hauling:				
March 17 - Hlg. Ripper from Yreka to Dairy, 3 Yd. Truck - 10½ Hrs. -	@ 2.25 -	23.62		
March - 2 Yd. Truck - 73½ "	@ 1.75 -	128.73		
April - " " 54 "	@ 1.75 -	94.50		
May - " " 22½ "	@ 1.75 -	39.38		
July) August) - 3 Yd. Truck, Hlg. Filler and Salvage Rock -52 Hrs. -	@ 2.25 -	117.00		403.23
Truck Rental, for Hauling Cinders, July 16th to and including August 3rd: 14,393 Yd. Miles	@ .09 -			1,295.37
Total Truck Rental -				1,698.60
Rental of Shovel, July 16th - August 3rd, incl. 19 Days Rental, 8 Hrs. per day, or 152 Hrs.,	@ 3.75 -	570.00		
(Note: This rental chg. includes gas and oil furnished by us, but labor not included).				
Transporting Shovel to Job, and returning same -		125.00		695.00
Total Rental Charges -				2,393.60
Less Credits:				
Gasoline and Oil invoices paid by Philpott, total amount -		230.81		
Truck Labor paid by Philpott, total amount -		311.00		541.81
Net Balance due on Rental Charges -			$	1,851.79

W. D. MILLER CONSTRUCTION CO.

By W. D. Miller, Pres.

Subscribed and Sworn to before me this 12th day of October, 1936.

Helen Gates
Notary Public for State of Oregon.

My commission expires Nov. 3, 1939

...AIN ST.

Klamath Falls, Oreg... October 10, 1936.

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
AND DEALERS IN BUILDING MATERIAL

Sold to Oregon State Highway Commission,
Salem, Oregon.

ADDRESS OR JOB _____

YOUR ORDER NO. _____

OUR ORDER NO. _____

Terms _____

INVOICE.

NOTICE---MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED SECTION 10181---OREGON LAWS

CASH ADVANCED ON E. F. AND W. F. PHILPOTT DAIRY OVERHEAD CROSSING JOB NO. WPGS 30A

Feb. 13, 1936	- Repairs on Cap Shooter - Du Pont Co. -	2.00
Jan. 30,	- Check to Laborer hired by Johnson on Dairy Job -	18.00
Mar. 3,	- Check to Glen Putnam " " " " "	18.75
7,	- " " G. K. Yorton " " " " "	9.87
9,	- " " Glen Putnam " " " " "	14.00
19,	- " " Johnson Bros. to be applied on labor " -	45.00
Apr. 29,	- " " " " " " " " " " -	25.00
May 31,	- " " Lem Sehorn, Shovel Operator Dairy Job -	12.00
July 14,	- Repairs on Magneto, Specialized Service Co., City -	3.00
	Total cash advanced -	147.62

Subscribed and sworn to before me
this 12th day of October, 1936

Helen Gates
Notary Public for State of Oregon.
My Commission expires Nov. 3, 1939

W. D. MILLER CONSTRUCTION CO.
By W D Miller, Pres.

150	16-Ft.	" "	@ 11.90 " "	17.85

Total Amount of Explosives Furnished - $ 1,163.10

W. D. MILLER CONSTRUCTION CO.
By W D Miller, Pres.

Subscribed and sworn to before me this 12th day of October, 1936.

Helen Gates
Notary Public for State of Oregon.

My Commission expires Nov. 3, 1939.

...78
...OF MAIN ST.

Klamath Falls, Oregon, October 10, 1936.

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
AND DEALERS IN BUILDING MATERIAL

Sold to Oregon State Highway Commission,
Salem, Oregon.

Address or Job _____

Your Order No. _____

Terms _____

Our Order No. _____

INVOICE.

NOTICE---MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON. A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED. SECTION 10181---OREGON LAWS

EXPLOSIVES FURNISHED E. F. AND W. F. PHILPOTT ON DAIRY OVER-
HEAD CROSSING JOB NO. WPGS - 30A:

10 Bxs.	(500 Lbs.)	Spec. Stumping -	@ 12.25	cwt. -	61.25
69 Bxs.	(3450 ")	Red Cross F. R.	@ 13.25	"	457.18
43½ "	(2175 ")	40% Gelatin -	@ 13.75	"	299.06
18 "	(900 ")	Granular Powder	@ 11.75	"	105.75
26 Kegs		Black Powder -	@ 3.05	per Keg	79.30
7 Spools		Connecting Wire	@ 1.00	Spool	7.00
25 Rolls	(2500 Ft.)	Fuse -	@ 8.00	per M	20.00
10½ Bxs.		#6 Blasting Caps	@ 2.00	" Bx.	21.00
50		4-Ft. Elect. "	@		4.45
637		8-Ft. " "	@ 9.90	per C.	63.06
250		12-Ft. " "	@ 10.90	" "	27.25
150		16-Ft. " "	@ 11.90	" "	17.85

Total Amount of Explosives Furnished - $ 1,163.10

W. D. MILLER CONSTRUCTION CO.
By W D Miller, Pres.

Subscribed and sworn to before me this 12th day of October, 1936.

Helen Gates
Notary Public for State of Oregon.

My Commission expires Nov. 3 1939.

Klamath Falls, Oregon, October 10, 1936.

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
AND DEALERS IN BUILDING MATERIAL

Sold to Oregon State Highway Commission,
Salem, Oregon.

Address or Job _____

Your Order No. _____

Our Order No. _____

Terms _____

STATEMENT.

NOTICE---MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON. A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED. SECTION 10191---OREGON LAWS

STATEMENT OF INVOICES ATTACHED HERETO FOR MATERIALS, RENTALS, ETC., FURNISHED E. F. AND W. F. PHILPOTT ON DAIRY OVERHEAD CROSSING, JOB NO. WPGS - 30A:

Rental Charges on Equipment, Net Balance due -	$ 1,851.79
Explosives Furnished, Total Amount -	1,163.10
Cash Advanced for Labor, etc. -	147.62
Total Amount of Claim -	$ 3,162.51

W. D. MILLER CONSTRUCTION CO.
By W. D. Miller, Pres.

Subscribed and sworn to before me this 12th day of October, 1936.

Helen Gates
Notary Public for State of Oregon.

My Commission expires Nov. 3 1939.

...N ST.

Klamath Falls, Oregon, October 10, 1936.

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
AND DEALERS IN BUILDING MATERIAL

Sold to Oregon State Highway Commission,
Salem, Oregon.

Address or Job _____

Your Order No. _____

Terms _____

Our Order No. _____

INVOICE.

NOTICE---MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON. A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED. SECTION 10191---OREGON LAWS

RENTAL CHARGES ON EQUIPMENT FURNISHED E. F. AND W. F. PHILPOTT ON DAIRY OVERHEAD CROSSING JOB NO. WPGS - 30A:

Truck Rental, Miscellaneous Hauling:				
March 17 - Hlg. Ripper from Yreka to Dairy, 3 Yd. Truck - 10½ Hrs. -	@ 2.25 -	23.62		
March - 2 Yd. Truck - 73½ "	@ 1.75 -	128.73		
April - " " 54 "	@ 1.75 -	94.50		
May - " " 22½ "	@ 1.75 -	39.38		
July) August) - 3 Yd. Truck, Hlg. Filler and Salvage Rock -52 Hrs. -	@ 2.25 -	117.00		403.23
Truck Rental, for Hauling Cinders, July 16th to and including August 3rd:				
14,393 Yd. Miles	@ .09 -			1,295.37
Total Truck Rental -				1,698.60
Rental of Shovel, July 16th - August 3rd, incl.				
19 Days Rental, 8 Hrs. per day, or 152 Hrs.,	@ 3.75 -	570.00		
(Note: This rental chg. includes gas and oil furnished by us, but labor not included).				
Transporting Shovel to Job, and returning same -		125.00		695.00
Total Rental Charges -				2,393.60
Less Credits:				
Gasoline and Oil invoices paid by Philpott, total amount -		230.81		
Truck Labor paid by Philpott, total amount -		311.00		541.81
Net Balance due on Rental Charges -				$ 1,851.79

W. D. MILLER CONSTRUCTION CO.

Subscribed and Sworn to before me this 12th day of October, 1936.

By W D Miller, Pres.

Helen Gates
Notary Public for State of Oregon.
My commission expires Nov. 3, 1939

Klamath Falls, Oreg[illegible]ctober 10, 1936.

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
AND DEALERS IN BUILDING MATERIAL

Sold to Oregon State Highway Commission,
Salem, Oregon.

ADDRESS OR JOB _____

YOUR ORDER NO. _____

Terms _____

OUR ORDER NO. _____

INVOICE.

NOTICE---MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED. SECTION 10191---OREGON LAWS

CASH ADVANCED ON E. F. AND W. F. PHILPOTT DAIRY OVERHEAD CROSSING JOB NO. WPGS 30A

Feb. 13,1936	- Repairs on Cap Shooter - Du Pont Co. -	2.00
Jan. 30,	- Check to Laborer hired by Johnson on Dairy Job -	18.00
Mar. 3,	- Check to Glen Putnam " " " "	18.75
7,	- " " G. K. Yorton " " " "	9.87
9,	- " " Glen Putnam " " " "	14.00
19,	- " " Johnson Bros. to be applied on labor " -	45.00
Apr. 29,	- " " " " " " " " " -	25.00
May 31,	- " " Lem Sehorn, Shovel Operator Dairy Job -	12.00
July 14,	- Repairs on Magneto, Specialized Service Co., City -	3.00
	Total cash advanced	147.62

Subscribed and sworn to before me
this 12th day of October, 1936
Helen Gates
Notary Public for State of Oregon.
My Commission expires Nov. 3 1939

W. D. MILLER CONSTRUCTION CO.
By W. D. Miller, Pres.

150	16-Ft.	" "	@ 11.90	" " 17.85

Total Amount of Explosives Furnished - $ 1,163.10

W. D. MILLER CONSTRUCTION CO.
By W. D. Miller, Pres.

Subscribed and sworn to before me this 12th day of October, 1936.
Helen Gates
Notary Public for State of Oregon.
My Commission expires Nov. 3 1939.

Klamath Falls, Oregon, October 10, 1936.

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
AND DEALERS IN BUILDING MATERIAL

Sold to Oregon State Highway Commission,
Salem, Oregon.

ADDRESS OR JOB

YOUR ORDER NO.

OUR ORDER NO.

Terms

INVOICE.

NOTICE---MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON. A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED. SECTION 10191---OREGON LAWS

EXPLOSIVES FURNISHED E. F. AND W. F. PHILPOTT ON DAIRY OVER-
HEAD CROSSING JOB NO. WPGS - 30A:

10 Bxs.	(500 Lbs.)	Spec. Stumping -	@ 12.25	cwt. -	61.25
69 Bxs.	(3450 ")	Red Cross F. R.	@ 13.25	"	457.18
43½ "	(2175 ")	40% Gelatin -	@ 13.75	"	299.06
18 "	(900 ")	Granular Powder	@ 11.75	"	105.75
26 Kegs		Black Powder -	@ 3.05	per Keg	79.30
7 Spools		Connecting Wire	@ 1.00	Spool	7.00
25 Rolls	(2500 Ft.)	Fuse -	@ 8.00	per M	20.00
10½ Bxs.		#6 Blasting Caps	@ 2.00	" Bx.	21.00
50		4-Ft. Elect. "	@		4.45
637		8-Ft. " "	@ 9.90	per C.	63.06
250		12-Ft. " "	@ 10.90	" "	27.25
150		16-Ft. " "	@ 11.90	" "	17.85

Total Amount of Explosives Furnished - $ 1,163.10

W. D. MILLER CONSTRUCTION CO.
By W. D. Miller, Pres.

Subscribed and sworn to before me this 12th day of October, 1936.

Helen Gates
Notary Public for State of Oregon.

My Commission expires Nov. 3 1939.

FRANK M. LOOSLEY
PHONE 788 M

RECEIVED
NOV 7 1936
FOR FILING
30-a

PHONE 884

#1803
X

FALLS IRON WORKS

ENGINEERS - MACHINISTS
BOILERMAKERS, IRONWORKERS, WELDERS
BLACKSMITHS, HEAVY FORGINGS, LOGGING TOOLS
468 SPRING STREET
KLAMATH FALLS, OREGON

RECEIVED
OCT 30 1936
OREGON

October 29, 1936

Harvey Wells Insurance Ag.
412 Failing Bldg.
Portlandm Oregon

Gentlemen:

We have your letter of October 28, refering to the matter of the unpaid balance of Mr. Dave Johnson.

We have contacted Mr. Johnson and he said that he was working on the Dairy Job at the time the repairs were made on his equipment by us. Mr. Philpot did not haul the machinery into our shop at any time.

The work done on the equipment was necessary for the prosecution of the Dairy Job. Unless we have a settlement within a very short time it will be necessary to file with the State.

Very truly yours,

FALLS IRON WORKS

By Bookkeeper

REFERRED TO
BY SECRETARY

Copy

#1803

RECEIVED
NOV 4
FOR FILING

Great American
Indemnity Company
New York

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
PORTLAND, OREGON

October 28th, 1936

Falls Iron Works.
238 Spring St.
Klamath Falls, Ore.

Gentlemen:

Attention - H. W. Rathke

I received copy of your letter addressed to E.F. Philpot dated October 23rd, 1936, wherein you state there remains unpaid to you a balance of $[illegible].40 that you ask Mr. Philpot to take care of for work that you did for Mr. Dave Johnson on equipment owned by him.

I previously received a letter from the Oregon State Industrial Accident Commission under date of October [illegible] and to the same effect. I am writing you this letter to deny any and all liability for this claim. I have discussed the matter with Mr. Philpot and he advises me that the repairs made and work done on this equipment was done prior to the event of Mr. Johnson taking the job for Mr. Philpot and that these repairs, etc. for which you are making claim were done before the equipment ever went on this job. To substantiate this fact, it was Mr. Philpot who was hired by Mr. Johnson to haul this machinery from Bend home to your shop and for the reason that the repairs were not made while the equipment was working on Mr. Philpot's job, he therefore, denies any liability in connection with the matter.

Yours very truly,

Manager, Surety Department

JHB/B

REFERRED TO
BY SECRETARY
not on card

#1803

X

30-a

October 22, 1936

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemens

The State Highway Commission has today received notice from the Falls Iron Works, Klamath Falls, Oregon, of its claim in the amount of $129.49 against Johnson Bros. Construction Company, subcontractors under E. F. and W. F. Philpott, for the construction of a bridge over the O. C. & E. tracks on the Klamath Falls-Lakeview Highway near Dairy in Klamath County.

A copy of the claim is inclosed for your information. This is being sent to you inasmuch as you appear surety on the bond furnished by E. F. and W. F. Philpott in connection with this job, which, I might state, is State Highway Commission contract No. 1803.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

encl.

cc - E. F. & W. F. Philpott
6433 S. E. 19th Avenue
Portland, Oregon

October 22, 1936

Falls Iron Works
468 Spring Street
Klamath Falls, Oregon

Gentlemen:

This acknowledges your letter of the 21st instant advising us of your claim in the amount of $129.49 against Johnson Bros. Construction Company, subcontractors under E. F. and W. F. Philpott in connection with their contract with the State Highway Commission for the construction of a bridge over the O. C. & E tracks on the Klamath Falls-Lakeview Highway near Dairy in Klamath County.

We note that you desire protection from the Highway Commission on your claim. In that regard, will say that E. F. and W. F. Philpott furnished the State Highway Commission a surety bond for the protection of claims against the contractor of the job. This bond protects claims incurred by the subcontractor as well as by the original contractor. We offer it to you for the protection of this claim. The bond was written by the Great American Indemnity Company for whom Harvey Wells Insurance Agency are local agents with offices in the Failing Building, Portland.

I would suggest that you file notice of your claim with E. F. and W. F. Philpott whose address is 6433 S. E. 19th Avenue, Portland, and also with the bonding company. If you do not secure satisfaction by so doing, then you should file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, a mimeographed copy of which is inclosed for your information.

Very truly yours,

M. B. Glaisyer
Secretary

MBG:AM
encl.

FRANK M. LOOSLEY
PHONE 726-M

PHONE 804

FALLS IRON WORKS

ENGINEERS - MACHINISTS
BOILERMAKERS, IRONWORKERS, WELDERS
BLACKSMITHS, HEAVY FORGINGS, LOGGING TOOLS
468 SPRING STREET
KLAMATH FALLS, OREGON

October 21, 1936

1173

State Highway Commission
State of Oregon
Salem , Oregon

Gentlemen:

We wish to file this claim of Johnson Brothers Construction Co. against the Highway commission.

Enclosed is a copy of the work preformed by us on equipment operated by Johnson Brothers on the Dairy Job and as sub- contractors under E. F. Philpot of Portland, Oregon.

We want you to protect us on our claim as Mr. Johnson has made no effort to pay the balance of this account.

Very truly yours,

FALLS IRON WORKS

By H W Pabke Bookkeeper

ANSWERED
H. B. G.

FRANK M. LOOSLEY
PHONE 736-M

PHONE 884

FALLS IRON WORKS

ENGINEERS - MACHINISTS
BOILERMAKERS, IRONWORKERS, WELDERS
BLACKSMITHS, HEAVY FORGINGS, LOGGING TOOLS
408 SPRING STREET
KLAMATH FALLS, OREGON

October 21, 1936

Dave Johnson Construction Co.
Klamath Falls, Oregon

Sub. Under Contract Number : WPGS 30-A
E. F. Philpot:

Feb. 21,	Order No. 1699	
Repairs to & Mounting Buldozer		140.78
March 30	Order No. 2042	
Welding on Truck GMC Repair pump		13.71
		154.49
Less Payment May 18, 1936		25.00
	Balance Over due	129.49

No effort has been made to pay the balance of this account.

All material and labor were necessary for the prosecution of the work on the project.

Very truly yours,

FALLS IRON WORKS

BY H W Rahlke Bookkeeper

30-A

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon WPGS Project No. 30-A, covering period from August 6, 1936 to September 10, 1936, submitted in amount of $13,378.20.

We note that the detailed statement of labor and materials shows the cost to date of the structures to be $30,220.01. Using $30,220 instead of $32,220, as shown on the face of the voucher, for the total work done on bridges, the net claim for bridges will be $815.40 and the total net claim $11,378.20.

We are recommending voucher for payment in this reduced amount. On the next voucher submitted please show previous payments for the bridge section as $30,220.

Very truly yours,

W. H. LYNCH
District Engineer

$2000.00

J-83

Iron

#1803

30-A

October 5, 1938

Hon. Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of September 30 enclosing three copies of a notice of claim by D. N. Johnson and Johnson Brothers Company, Klamath Falls, against E. F. and M. F. Philpott in the amount of $4271.45, for rentals due on equipment in connection with the Dairy Overhead Crossing project in Klamath County, Contract No. 1803.

Notice of this claim is being sent to the contractors and to the surety on their bond.

Very truly yours,

Secretary

MBL

October 5, 1936

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State notice of a claim that has been filed by D. W. Johnson and Johnson Brothers Company, of Klamath Falls, against E. F. and W. F. Philpott, in the amount of $4271.45, for rentals due on equipment in connection with construction of the Dairy Overcrossing project in Klamath County, being State Highway Contract No. 1805.

Copy of this notice is being sent to you as surety, and to the contractor.

Very truly yours,

Secretary

MBL

Encl.

cc - E. F. and W. F. Philpott
2025 N.E. 12th Avenue
Portland, Oregon

#1803.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

OCT 1 1936

September 30, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a statement of D.W. Johnson and Johnson Brothers Company for $4271.45 against the bond taken from E. F. and W.F. Philpott for work on the Dairy Job, contract No. 1803, which has been filed in this office today. Please acknowledge receipt of the copies.

Mr. Walter C. Van Emon, Attorney, Klamath Falls, Oregon, who forwarded the claim to this office would like to have the name of the bonding company on the above contract.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

D.W. Johnson
President and Treasurer
W.C. Van Emon
Secretary

JOHNSON BROTHERS COMPANY
CONTRACTORS
209-10 Willits Building
432 Main Street
Klamath Falls, Oregon

Telephone 403
P. O. Box 349

Sept. 29, 1936

E. F. AND W. F. PHILPOTT

in account with

D. W. JOHNSON AND JOHNSON BROTHERS CO.

RENTALS DUE FOR EQUIPMENT ON THE DAIRY JOB

CONTRACT NO. 1803

1936	
February.	
Compressor rentals for three weeks.	$ 212.50
March.	
Compressor rental for one month.	150.00
Catterpillar Tractor.	225.00
Bulldozer - Scraper - Ripper.	75.00
April.	
Compressor rental.	150.00
Catterpillar Tractor.	225.00
Bulldozer-Scraper-Ripper.	75.00
May.	
Compressor rentel	150.00
Catterpillar Tractor	225.00
Bulldozer-Scraper-Ripper	75.00
June.	
Compressor rental	150.00
Catterpillar tractor	225.00
Bulldozer-Scraper-Ripper	75.00
July.	
Catterpillar tractor	225.00
Bulldozer-Scraper-Ripper	75.00
August.	
Catterpillar tractor twenty days	150.00
Bulldozer-Scraper-Ripper	50.00
Net earnings on G. M. C. Truck	1239.07
Replacements parts, and repairs on shovel during 85 days work	619.88
Total net amount of earnings	$4271.45

STATE OF OREGON } ss
COUNTY OF KLAMATH }

I, D.W. Johnson, being first duly sworn, depose and say that I am the President of Johnson Brothers' Co. and one of the claimants in the above statement. That the said statement of accounts due from E. F. and W. F. Philpott is true as I verily believe and that the said account has not been paid and that there are no counter claims nor offsets on account thereof.

D. W. JOHNSON

Subscribed and sworn to before me this 29th day of Sept., 1936.

(SEAL)

WALTER C. VAN EMON
Notary Public for Oregon
My commission expires 2/19/40

Endorsed: File No. 2561
Filed September 30, 1936
EARL SNELL, Secretary of State

#1803

30-a

October 5, 1936

Mr. Walter C. Van Eaon
Attorney at Law
Willits Building
Klamath Falls, Oregon

Dear Sirs

This acknowledges receipt of your letter of September 29 notifying us of the claim of D. W. Johnson and Johnson Brothers Company against E. F. and W. F. Philpott for rentals due on equipment in connection with the Dairy Overhead Crossing project in Klamath County, Contract No. 1805.

The surety on the bond furnished by these contractors is the Great American Indemnity Company, represented by Harvey Wells Insurance Agency, Failing Building, Portland. We are sending them notice of the receipt of your claim, in the amount of $4271.45.

Very truly yours,

Secretary

MEL

WALTER C. VAN EMON
ATTORNEY AT LAW
209-210 WILLITS BUILDING
436 MAIN STREET
KLAMATH FALLS, OREGON

TELEPHONE 409
P. O. BOX 340

Sept. 29, 1936

RECEIVED
SEP 30 1936
OREGON

Secretary of State
Salem, Oregon

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed herewith you will find a verified copy of the statement of D. W. Johnson and Johnson Brothers Company against E. F. and W. F. Philpott for rentals due on equipment upon the Dairy Overhead Crossing Job in Klamath County, Contract No. 1803. The equipment was rented by the claimant to E. F. and W. F. Philpott for construction work commencing in February of 1936 and the work was completed September 1, 1936. No payment has been made on this account by the Philpotts and I desire to file their claim with the proper officers of the State; also with the Bonding Company who has the bond upon this job.

I am mailing a copy of this letter to each of the above addressed offices and would likewise request that you acknowledge receipt of the filing of the claim, and advise me the name of the Bonding Company who has the bond under the contract.

Very truly yours,

W. C. Van Emon

D. W. JOHNSON
PRESIDENT AND TREASURER

W. C. VAN EMON
SECRETARY

JOHNSON BROTHERS COMPANY
CONTRACTORS
209-10 WILLITS BUILDING
432 MAIN STREET
KLAMATH FALLS, OREGON

TELEPHONE 403
P. O. Box 349

Sept. 29, 1936

E.F. AND W.F. PHILPOTT

in account with

D.W. JOHNSON AND JOHNSON BROTHERS CO.

RENTALS DUE FOR EQUIPMENT ON THE DAIRY JOB

CONTRACT NO. 1803

1936	
February.	
Compressor rentals for three weeks.	$ 112.50
March.	
Compressor rental for one month.	150.00
Catterpillar Tractor.	225.00
Bulldozer- Scraper-Ripper.	75.00
April.	
Compressor rental.	150.00
Catterpillar Tractor.	225.00
Bulldozer-Scraper-Ripper.	75.00
May.	
Compressor rental	150.00
Catterpillar tractor	225.00
Bulldozer-Scraper-Ripper	75.00
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Compressor rental	150.00
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Catterpillar tractor twenty days.	150.00
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Replacements parts, and repairs on shovel during 85 days work.	619.88
Total net amount of earnings	$4271.45

STATE OF OREGON)SS
COUNTY OF KLAMATH)

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D. W. Johnson

Subscribed and sworn to before me this 29th day of Sept., 1936.

Walter Peterson
NOTARY PUBLIC FOR OREGON
MY COMMISSION EXPIRES 2/19/40.

FORM S-A-1 1938 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

36-C

OREGON STATE HIGHWAY COMMISSION

SALEM

September 30th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Will you kindly secure the consent of the Commission to the extension of time on Oregon NRM 36-C (1955) West Entrance to The Dalles, from June 15th to July 8th, 1936.

The Bureau of Public Roads has already concurred in this, and this is merely a formality to clear our records.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
... Highway Engineer

30-A

September 15, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sirs

We are today sending, under separate cover, three copies each of the agreements between the Oregon-California and Eastern Railway Company and the State Highway Commission covering the construction of the Glenn Undercrossing and the Dairy Overcrossing. Project No. WPGS 30-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ZH

FORM S-C-1 24778 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

30-a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

July 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

It is agreeable that items Number 19 and 20 on the Olene overcrossing Contract No. 1810 be sub-contracted to Dunn and Baker at Klamath Falls.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow/e

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. CLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

30-a

OREGON STATE HIGHWAY COMMISSION

SALEM

July 20th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. L. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Herewith letter from G. I. Stebbins Construction Co. requesting permission to sub-contract part of their work on the Olene Undercrossing to Dunn & Baker of Klamath Falls.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
H

cc to: R. H. Baldock

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

30-A

OREGON STATE HIGHWAY COMMISSION

SALEM

July 20th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. K. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sirs

Herewith letter from G. I. Stebbins Construction Co. requesting permission to sub-contract part of their work on the Olene Undercrossing to Dunn & Baker of Klamath Falls.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
E

cc to: R. H. Baldock

#1803

30-a

July 20, 1936

Shell Oil Company,
Terminal Sales Building,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of July 17th you are advised that the E. F. & W. F. Philpott contract No. 1805 - Overcrossing near Dairy in Klamath County, was approximately 83% complete on July 10th. The total amount paid the contractors to date is $17,701.77 and the retained percentage is $2,916.68. Date of completion on this contract is October 31, 1936.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

#1803
Jefferson Co.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

July 17, 1936

State Highway Commission
Salem, Oregon

Gentlemen:

Re: State of Oregon
Contract #1803
E. F. & W. F. Philpott,
Contractors

Will you please advise us what percentage of work has been completed on this contract to date and the amount of payments made to the contractor.

If, by any chance, the contract has been completed, will you please give us the completion and acceptance dates?

A stamped, self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

FJH:RS

FRANK J. HURNER
Division Credit Manager

Jefferson
E - $20,618.45
R - 2,916.68
Bd - $17,701.77
5370

REFERRED TO
BY SECRETARY
please prepare answer

RECEIVED
JUL 18 1936
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. WPGS 30-A

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Jon

ER-44pt-2582

Form P. R. 2

State Oregon

U.S.Works Program Grade Crossing Project No. WPGS 30-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of May, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Resolution No. 11, 74th Congress).

Whereas the Highway Department of said State submitted on the 24th day of July, 1933, a revised project statement, which was approved by the Secretary on the 16th day of August, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

seventy-eight thousand, eight hundred seven and 25/100

dollars ($ 78,807.25) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5018

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under the Emergency Relief Appropriation Act approved April 8, 1935 (include date and citation of act of legislature by which authorized) (Public Resolution No. 11, 74th Congress) and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chapter 175, Laws of 1917 and Chapter 31, Laws Of 1920.

(*b*) From other sources .....

.....

.....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 572+00 in the N.E. ¼ Section 11, T 39 S, R 10 E, W.M. and survey station 917+00 in the N.W. ¼ Section 34, T 38 S, R 11½ E, W.M., excepting therefrom that portion between survey stations 597+50 and 655+90.

.....

.....

.....

), length 1.015 miles, in Klamath County, being Section A of Oregon RF03 project No. 30, consisting of 0.992 miles of roadway and two bridges, each of more than 20 feet clear span, 0.023 of a mile in length, known locally as The Klamath Falls-Lakeview Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of Seventy eight thousand, eight hundred seven and 25/100 dollars ($ 78,807.25), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Seventy nine thousand, three hundred forty six and 25/100 dollars ($ 79,346.25), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1917.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Rodmey
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. H. Bondurant
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Works Program Grade Crossing Project No. WPGS 30-A State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 79,346.25 as the total estimated cost of said project, and the sum of $ 78,807.25 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 17th day of June one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. L. Doughton
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—1930

FORM E-C-1 22779 3M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

30-a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER

BEND, OREGON

July 1, 1936

Messrs. E. F. & W. F. Philpott
1361 Federal Street
Bend, Oregon

Gentlemen:

Your letter of June 18 addressed to the State Highway Department relative to substituting road oil for emulsified or cut back asphalt for seal coat on the Dairy Overcrossing project has been referred to this office for reply.

We prefer that you use the emulsified or cut back asphalt called for in the contract.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
cc G. S. Paxson
cc A. Benscheidt
cc R. H. Baldock

FORM S-S-1 2M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALE
STATE HIGHWAY

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 27, 1936

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

Enclosed we are sending you a copy of a letter which we have received from E. F. & W. F. Philpott, contractors for the construction of the Dairy Overcrossing project.

Inasmuch as the question of substituting road oil in the place of asphalt for the seal coat is primarily a question of roadway construction, we are referring this matter to your office and will be governed by whatever recommendations you make.

We would be pleased to have you advise the contractor of your decision, sending a copy to this office.

The contract price for No. 3 road oil in place is $24.00 per ton but emulsified or cutback asphalt in seal coat is $50.00 per ton. The amount involved in the contract is six tons.

For your information, we have to advise that the contractor is asking that we approve a subcontract with Dunn & Baker for this portion of the work. Mr. Paxson has not yet seen this subcontract. I have no doubt, however, but that he will approve it.

Very truly yours

G. S. Paxson
Acting Bridge Engineer

By
W. A. Reeves
Office Engineer

WAR LD
Enc.
cc A. Bensehaidt
R. H. Baldock

30-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

June 9, 1936.

RECEIVED
JUN 23 1936
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have been requested to obtain copies of agreements between the State and railroad companies covering construction and maintenance of grade separation structures on Oregon U. S. Works Program Grade Crossing projects WPGS 30-A, 254-A, and 284-A.

Will you please send copies of the agreements in triplicate as soon as possible. At least one copy of each agreement should be signed.

Very truly yours,

W. H. LYNCH
District Engineer

30-A

May 19, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Dairy and Olene Grade Separation Projects, Project No. WPGS 30-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

(Stencil #28) **UNITED STATES DEPARTMENT OF AGRICULTURE**

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPGS 30-A

POST OFFICE BUILDING
PORTLAND, OREGON

May 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

30-A

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES — SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 1936
OREGON
STATE HIGHWAY COMMISSION

March 5,1936

Mr. H. B. Glazier, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 1810 - Olene Under-crossing on the Klamath-Falls-Lake-view Highway in Klamath County.
G. I. Stebbins Construction Co.

Gentlemen:

Although we wrote a contract bond for the completion of this contract, we have not as yet received a copy of the contract for our files.

We would appreciate it a great deal, if you would send us a copy of the contract for our records.

We thank you for your cooperation.

Very truly yours,

GENERAL AMERICA COMPANIES

Ford Knutsen

FK:MP

Special Agent

30-U

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

HOME OFFICES – SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 1936
OREGON
STATE HIGHWAY COMMISSION

March 5,1936

Mr. H. B. Glazier, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 1810 - Olene Under-crossing on the Klamath-Falls-Lake-view Highway in Klamath County.
G. I. Stebbins Construction Co.

Gentlemen:

Although we wrote a contract bond for the completion of this contract, we have not as yet received a copy of the contract for our files.

We would appreciate it a great deal, if you would send us a copy of the contract for our records.

We thank you for your cooperation.

Very truly yours,

GENERAL AMERICA COMPANIES

Ford Knutsen

FK:MP

Special Agent

March 6, 1936

Mr. Ford Knutsen, Special Agent
General America Companies
601 Board of Trade Building
Portland, Oregon

Dear Mr. Knutsen:

Reply is made to your letter of the 5th inst., requesting a copy of a contract that was awarded by the State Highway Commission to the G. I. Stebbins Construction Company for the construction of the Olene Undercrossing on the Klamath Falls-Lakeview Highway in Klamath County.

In checking over my files I find that on February 28th, 1936, I forwarded a fully executed copy of this contract to W. E. Mahoney, Agent of the General Casualty Company of America at Klamath Falls, inasmuch as he appeared as Resident Agent on the bond furnished in connection with this job. It is our practice to sent the surety's copy of our contracts to the Resident Agent, unless we are requested to do otherwise, which was not the case in this particular instance.

I am sorry that this contract was sent to the wrong place and trust that you will have no difficulty in securing the same from Mr. Mahoney.

Very truly yours,

Secretary

HBG:dp

CC Mr. W. E. Mahoney, Resident Agent
General Casualty Company of America
Klamath Falls, Oregon

30-a

February 29, 1936

E. F. & W. F. Philpott
2025 N. E. 12th Avenue
Portland, Oregon

Gentlemens

By express we are forwarding to you a fully executed copy of contract #1803 awarded to you on January 9, 1936, for the construction of a 119 foot concrete bridge over the O.C. & E. Railway Company's tracks on the Klamath Falls-Lakeview Highway near Deiry in Klamath County, and the grading, surfacing and placing of bituminous macadam on the approaches thereto.

This copy is for your records and files.

Very truly yours,

Secretary

DP

30-a

February 28, 1936

O. I. Stebbins Construction Co.
319 Spring St.
Klamath Falls, Oregon

Gentlemen:

By express we are forwarding to you today a fully executed copy of contract # 1810 awarded to you on January 21, 1936, for the construction of a bridge to carry the O. C. & E. Railway tracks over the Klamath Falls-Lakeview Highway near Olene in Klamath County and the greding, surfacing and placing of bituminous macadam on the approaches thereto.

This copy is for your records and files.

Very truly yours,

Secretary

DP

30-A

February 20, 1936

Mr. J, W. DeSouza
Assistant Attorney
O f f i c e

Dear Sirt

I am returning to you herewith two copies of the easement agreement with the Oregon-California and Eastern Railway Company in connection with the construction of the Olene undercrossing on the Klamath Falls-Lakeview Highway in Klamath County.

These have been signed by the members of the Highway Commission and are being referred to you for further disposal.

Very truly yours,

Secretary

HBG:MBL

Encl.

CHAIRMAN, PORTLAND
PENDLETON
VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

February 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Herewith we hand you for execution by the State Highway Commission duplicate counterparts of agreement with Oregon-California and Eastern Railway Company relative to construction of an undercrossing near Olene on the Klamath Falls-Lakeview Highway.

The proposed agreement has been approved by Mr. Paxson as to engineering features and is approved by this office as to legal features.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW

returned to DeSouza 2/20/36

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 21 1936
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

February 20, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Before forwarding the project agreement estimate for Oregon Works Program Grade Crossing Project WPGS 30-A which you mailed us on February 14, 1936, we corrected the "funds requested" to read "W.P.G.S." instead of "W.P.G.H.". We made no alteration on account of the omission of the "nonparticipating item", "1/2" - 1/4" Crushed Rock in Stockpile", which appeared in the preliminary estimate.

We still lack copies of the agreement with the railroad company under which you are acting. We would appreciate receiving these at your earliest convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

30-A

February 14, 1936

Mr. W. H. Lyach
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Dairy and Olene Grade Separation Sections, Project No. WPGS 30-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dicto. by J. W. Nash/MH

Encl.

Oregon State Highway Department

U. S. Works Progress
Project No. WPOS 30-A

BAILEY AND CHASEN GRADE SEPARATION

SECTIONS ON THE KLAMATH FALLS-LAKEVIEW HIGHWAY

IN KLAMATH COUNTY

(Estimate as basis for project agreements. Based on low bid prices.)

Salem, Oregon, February 7, 1936

Bailey Overcrossing, Roadway (Sta. 838+20 to 917+00)

All Required		Clearing and Grubbing		$ 1,000.00
10	cu. yds.	Trench Excavation	$ 2.00	20.00
520	cu. yds.	Common Excavation	0.35	182.00
1,300	cu. yds.	Intermediate Excavation	0.45	585.00
10,400	cu. yds.	Solid Rock Excavation	0.85	8,840.00
6,200	yd. sta.	Overhaul	0.02	124.00
5,900	yd. mi.	Truck Haul	0.15	885.00
0.51	mile	Finishing Roadbed and Slopes	500.00	255.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
60	lin. ft.	18" Corr. Iron Pipe	2.50	150.00
2,600	cu. yds.	Selected Roadbed Topping	0.45	1,170.00
25,000	yd. mi.	Hauling Roadbed Topping	0.15	3,750.00
900	cu. yds.	Salvaging Surfacing Materials	1.25	1,125.00
300	cu. yds.	Filler	0.35	105.00
300	yd. mi.	Hauling Filler	0.15	45.00
150	M-Gal.	Sprinkling	2.00	300.00
400	cu. yds.	Placing Mineral Aggregate	2.00	800.00
1,200	yd. mi.	Hauling Mineral Aggregate	0.20	240.00
110	cu. yds.	Furnishing, Hauling and Placing Mineral Aggregate	4.80	528.00
32	tons	No. 3 Road Oil in Place	40.00	1,280.00
6	tons	Emulsified or Cutback Asphalt in Place	50.00	300.00
				$ 21,784.00

Olney Undercrossing, Roadway (Sta. 572+00 to Sta. 597+50)

All Required		Clearing and Grubbing		$ 646.00
650	cu. yds.	Trench Excavation	$ 1.50	975.00
9,000	cu. yds.	Excavation, Single Classification	0.30	2,700.00

3,600	yds. stn.	Overhaul	$ 0.03	$ 108.00
2,900	yd. mi.	Trunk Haul	0.20	580.00
0.48	mile	Finishing Roadbed and Slopes	700.00	336.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
110	lin. ft.	12" Concrete Pipe	1.00	110.00
60	lin. ft.	18" Concrete Pipe	1.85	111.00
90	lin. ft.	Salvaging Culvert Pipe	0.50	45.00
3	only	Concrete Catch Basins	30.00	90.00
2,500	cu. yds.	Selected Roadbed Topping	0.40	1,000.00
20,000	yd. mi.	Hauling Roadbed Topping	0.12	2,400.00
600	cu. yds.	Salvaging Surfacing Materials	0.75	450.00
300	cu. yds.	Filler	0.40	120.00
300	yd. mi.	Hauling Filler	0.20	60.00
200	M-Gal.	Sprinkling	1.50	300.00
650	cu. yds.	Mineral Aggregate in Place	3.50	2,275.00
30	tons	No. 3 Road Oil in Place	37.00	1,110.00
12	tons	Cutback Asphalt in Place	47.00	564.00
				$ 14,280.00
		Subtotal, Roadwork		$ 36,064.00
		10% Engr. & Cont.		3,606.40
		Total, Roadwork		$ 39,670.40

Dairy Overcrossing Structure

390	cu. yds.	Structural Excavation	$ 3.50	$ 1,365.00
30	cu. yds.	Structural Excavation below Plans	3.00	90.00
260	cu. yds.	Class "A" Concrete	27.00	7,020.00
100	cu. yds.	Class "D" Concrete	28.00	2,800.00
61,000	lbs.	Metal Reinforcement	0.05	3,050.00
256	lin. ft.	Concrete Handrail	5.00	1,280.00
All Required		Remove Present Bridge and Maint. Traffic		1,500.00
				$ 17,105.00

Glenn Undercrossing Structure

390	cu. yds.	Structural Excavation	$ 3.00	$ 1,170.00
250	cu. yds.	Class "B" Concrete	23.50	5,875.00
1,300	lbs.	Metal Reinforcement	0.055	72.50
44,000	lbs.	Structural Steel	0.069	3,036.00
4.0	M-FBM	Untreated Lumber	39.00	156.00
22.0	M-FBM	Treated Lumber	80.00	1,760.00
All Required		Remove Present Bridge and Maint. Traffic		500.00
				$ 12,568.50

Olene Undercrossing Structures
(Work to be Performed by R.R. Co. Forces)

All Required	Maintain R.R. Traffic and Reestablish R.R. Track	$4,960.00
	Subtotal, Structures	$34,633.50
	10% Engr. & Cont.	3,463.35
	Preparation of Plans and R.R. Engr. (Inspection)	1,040.00
		$39,136.85

Length of Roadwork	Dairy Overcrossing Section	0.509 mile
	Olene Undercrossing Section	0.483 "
		0.992 "
Length of 2 Structures	Dairy Overcrossing	0.023 mile
	Olene Undercrossing	0.000 "
		0.023 "
Total Length		1.015 miles
Cost per mile, Roadwork	$39,990.32	

WPGH Funds Requested:

Roadwork- - - - - - - - - - - - - - - - - -	$39,670.40
Structures- - - - - - - - - - - - - - - - - -	39,136.85
	$78,807.25

	Roadwork	Structures
Estimated Labor Required	25,500 man hours	12,700 man hours
Cost of Labor	$16,000	$10,000
Cost of Materials	$2,200	$10,000

NON-PARTICIPATING ITEMS

Mineral Aggregate for Use in Bituminous Macadam Construction on the Dairy Overcrossing Section Furnished under State Contract No. 1476:

280	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	$1.50	$ 420.00
70	" "	¾" - ¼" Crushed Rock in Stockpile	1.70	119.00
				$ 539.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1917

WPGS 30-a

1810

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 11 1936
OREGON
HIGHWAY COMMISSION

February 10, 1936

Mr. R. H. Fisher, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: G. I. Stebbins Construction Co-
Contract No. 1810 - Olene Undercrossing
on the Klamath Falls-Lakeview Highway,
Klamath County

Gentlemen:

The W. L. McKenney Agency in Klamath Falls has forwarded to us four copies of the above captioned contract which you recently sent to the Stebbins Construction Company.

We have made the changes in the bond as requested in your letter of February 7th to the G. I. Stebbins Construction Company, and we trust that you will find bond now entirely in order as to the signature of the resident agent and the attorney-in-fact for the General Casualty Company of America.

We are returning the four copies of the contract including the bond to your office under separate cover.

Very truly yours,

General American Co. of I.

Ford Knutsen

FK:MP

Special Agent

Is it now OK?

30-a

January 22, 1936

Mr. John H. Barnett, Manager
Surety Department
Harvey Wells Insurance Agency
412 Failing Building
Portland, Oregon

Dear Sir:

A reply is made to your letter of the 20th inst., regarding the $10,000 Railroad Indemnity bond which is required to be furnished in connection with the State Highway Commission's contract with E. F. and W. F. Philpott for the construction of the bridge over the O.C. & E. Railroad Company's tracks.

The Highway Commission is not particularly interested in this bond. The primary purpose of the bond is to indemnify the Railroad Company against damage to its facilities from operations of the contractor. The contractor is supposed to enter into an agreement with the Railroad Company covering the matter of protection of its facilities and the bond is to be furnished in connection with that agreement. Any bond form that satisfies the Railroad Company of course would be satisfactory to the State Highway Department.

We have no special bond forms covering a matter of this kind, and it is our belief that the Railroad Company would dictate the provisions of the bond, so I would suggest that you contact them in regard thereto.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By H. B. Gleisyer, Secretary

HBG:dp

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
TELEPHONE ATWATER 7305

PORTLAND, OREGON
January 10, 1936

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Under separate cover we are expressing the contract and bonds for E. F. and W.F. Philpott, in connection with the construction of the Bridge over O.C.&E. Railway Co's tracks, however we did not execute the Railroad Indemnity Bond in the amount of $10,000 as the question arises whether the O.C.&E. Co. have their own bond forms to be used in connection with this contract. If this is the case, will you please tell us where we can get these bond forms, or with whom we should communicate.

Awaiting your advice, we are

Yours very truly,

John H. Barnett

Manager, Surety Department

JHB:W

S. I. Stebbins
Klamath Falls Oregon

State Hgwy Commsn today awarded you contract for construction of undercrossing, project on Klamath Falls - Hakenson Hgwy at Olene based on your low bid submitted January 9th stop This wire is your authority to proceed with construction immediately.

A. H. Blanchard, Supt

Western Union

FORM S-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 20, 1936.

Bureau of Public Roads
Box 3900
Portland, Oregon.

Gentlemen:

At the last meeting of the Highway Commission the low bid for the Olene Undercrossing on the Klamath Falls-Lakeview Highway in Klamath County was referred to the engineer with authority to award to the low bidder for the reason that this structure was not on an approved program.

I understand that since this structure is classified as on a secondary highway, that it meets your requirements as to program.

We would appreciate advice as to your concurrence in the award.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:AP

cc R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our telegram of this date, concurring in award of contract on January 21st for Oregon WPGS 30-A, the Olene Undercrossing on the Klamath Falls-Lakeview Highway, to G. I. Stebbins, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Grade Separation project WPSO 30-A, the Dairy Overcrossing on the Klamath Falls-Lakeview Highway, to E. F. and W. F. Philpott, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

Fon

30-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 23, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Grade Separation Project No. WPGS 30-A, the Olene Undercrossing of the O. C. & E. Railway, on the Klamath Falls-Lakeview Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our recommendation for approval is subject to the condition that your office obtains a statement from State Administrator, WPA, showing that relief labor is available.

The cost of construction on which the usual 10% for engineering is computed should not include the cost of railroad engineering, and also in submitting vouchers, it should be itemized and based on actual costs. The project agreement estimate should be revised accordingly.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

30-Q

December 19, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Glenn Undercrossing Section, Project No. W P G-S 30A

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/EH

Encl.

Oregon State Highway Department — U. S. Works Progress Project No. WPGS 30-A

DAIRY AND [illegible] GRADE SEPARATION

SECTIONS ON THE KLAMATH FALLS-LAKEVIEW HIGHWAY

IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 19, 1935

Dairy Overcrossing, Roadwork (Sta. 888+20 to 917+00)

All Required		Clearing and Grubbing		$ 250.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
520	cu. yds.	Common Excavation	0.40	208.00
1,300	cu. yds.	Intermediate Excavation	0.50	650.00
10,400	cu. yds.	Solid Rock Excavation	1.00	10,400.00
6,200	yd. sta.	Overhaul	0.02	124.00
5,900	yd. mi.	Truck Haul	0.20	1,180.00
0.51	mile	Finishing Roadbed and Slopes	400.00	204.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
60	lin. ft.	18" Corr. Iron Pipe	2.50	150.00
2,600	cu. yds.	Selected Roadbed Topping	0.40	1,040.00
25,000	yd. mi.	Hauling Roadbed Topping	0.12	3,000.00
900	cu. yds.	Salvaging Surfacing Materials	0.80	720.00
300	cu. yds.	Filler	0.50	150.00
300	yd. mi.	Hauling Filler	0.20	60.00
150	M-Gal.	Sprinkling	1.50	225.00
400	cu. yds.	Placing Mineral Aggregate	1.30	520.00
1,200	yd. mi.	Hauling Mineral Aggregate	0.20	240.00
110	cu. yds.	Furnishing, Hauling and Placing Mineral Aggregate	4.00	440.00
32	tons	No. 3 Road Oil in Place	35.00	1,120.00
6	tons	Emulsified or Cutback Asphalt in Place	40.00	240.00
				$ 21,031.00

Glenn Undercrossing, Roadwork (Sta. 572+00 to Sta. 597+50)

All Required		Clearing and Grubbing		$ 250.00
650	cu. yds.	Trench Excavation	$ 1.00	650.00
9,000	cu. yds.	Excavation, Single Classification	0.60	5,400.00
3,600	yd. sta.	Overhaul	0.03	108.00

2,900	yd. mi.	Truck Haul	$ 0.20	$ 580.00
0.48	mile	Finishing Roadbed and Slopes	300.00	144.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
110	lin. ft.	12" Concrete Pipe	1.50	165.00
60	lin. ft.	18" Concrete Pipe	2.50	150.00
90	lin. ft.	Salvaging Culvert Pipe	0.60	54.00
3	only	Concrete Catch Basins	30.00	90.00
2,500	cu. yds.	Selected Roadbed Topping	0.50	1,250.00
20,000	yd. mi.	Hauling Roadbed Topping	0.12	2,400.00
600	cu. yds.	Salvaging Surfacing Materials	1.00	600.00
300	cu. yds.	Filler	0.50	150.00
300	yd. mi.	Hauling Filler	0.20	60.00
200	M-Gal.	Sprinkling	2.00	400.00
650	cu. yds.	Mineral Aggregate in Place	4.50	2,925.00
30	tons	No. 3 Road Oil in Place	40.00	1,200.00
12	tons	Cutback Asphalt in Place	50.00	600.00
				$ 17,476.00
		Subtotal, Roadwork		$ 38,507.00
		10% Engr. & Cont.		3,850.70
		Total, Roadwork		$ 42,357.70

Dairy Overcrossing Structure

390	cu. yds.	Structural Excavation	$ 3.00	$ 1,170.00
30	cu. yds.	Structural Excavation below plans	5.00	150.00
260	cu. yds.	Class "A" Concrete	24.00	6,240.00
100	cu. yds.	Class "D" Concrete	24.00	2,400.00
61,000	lbs.	Metal Reinforcement	0.055	3,355.00
256	lin. ft.	Concrete Handrail	5.00	1,280.00
All Required		Remove Present Bridge and Maint. Traffic		1,000.00
				$ 15,595.00

Olema Undercrossing Structure

390	cu. yds.	Structural Excavation	$ 3.00	$ 1,170.00
250	cu. yds.	Class "B" Concrete	22.00	5,500.00
1,300	lbs.	Metal Reinforcement	0.06	78.00
44,000	lbs.	Structural Steel	0.07	3,080.00
4.0	M-FBM	Untreated Lumber	60.00	240.00
22.0	M-FBM	Treated Lumber	100.00	2,200.00
				$ 12,266.00

Olene Undercrossing Structure
(Work to be performed by R.R. Co. Forces)

All Required	Maintain R.R. Traffic and Reestablish R.R. Track		$ 6,000.00
	Subtotal, Structures		$ 33,861.00
	10% Engr. & Cont.		3,386.10
	Total, Structures		$ 37,247.10

Length of Roadwork:	Dairy Overcrossing Section	0.509	mile
	Olene Undercrossing Section	0.483	"
		0.992	
Length of 2 Structures:	Dairy Overcrossing	0.023	"
	Olene Undercrossing	0.000	"
		0.023	"
Total Length		1.015	"
Cost per mile, Roadwork		$ 42,699.29	

WPOM Funds Requested:	Roadwork- - - - - - - - - - - - - - - - - -	$ 42,357.70
	Structures- - - - - - - - - - - - - - - - - -	37,247.10
		$ 79,604.80

	Roadwork	Structures
Estimated Labor Required	25,300 man-hours	12,700 man-hours
Cost of Labor	$ 16,000	$ 10,000
Cost of Materials	$ 2,200	$ 10,000

NON-PARTICIPATING ITEMS

Mineral Aggregate For Use in Bituminous Roadway Construction on the Dairy Overcrossing Section Furnished Under State Contract No. 1476

280 cu. yds.	1½" - ¾"	Crushed Rock in Stockpile	$ 1.50	$ 420.00
70 cu. yds.	¾" - ⅜"	Crushed Rock in Stockpile	1.70	119.00
50 cu. yds.	⅜" - ¼"	Crushed Rock in Stockpile	1.90	95.00
				$ 634.00

OLNEY UNDERCROSSING SECTION

Estimate of Materials and Labor for
Work to Be Performed by Railroad Company

Construct Embankment to New Grade		
Labor, placing and compacting materials		$2,400.00
Cinder Ballast, 900 cu. yds. at $0.25		$ 225.00
Freight on Ballast		315.00
100 Ties at $1.25		125.00
		$3,065.00
Temporary Falsework and Shoring		
Lumber, 12 M-FBM at $25.00		$ 300.00
Hardware, 200 lbs. at $0.05		10.00
Labor		420.00
		$ 730.00
Less Salvaged Lumber, 10 M-FBM at $10.00	Cr.	100.00
		$ 630.00
Frame and Creat Treated and Untreated Lumber in Undercrossing Structure (Lumber in structure except ties to be furnished by contractor)		
Treated Bridge Ties, 128 at $3.75		$ 480.00
Labor		490.00
		$ 970.00
Preparation of Plans and RR Engineering (Inspection)		$1,040.00
Total, All Work		$5,705.00
Allowance for Contingencies		295.00
		$6,000.00

30-A

December 13, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the special provisions submitted with Oregon U.S.Works Program Highway project WPMS 264 and U.S.Works Program Grade Crossing project WPGS 30-A, and to your letter of December 9, 1935.

In the special provisions for the above projects, the paragraph allowing subcontracting of certain portions of the work without including it as a part of the allowable 20% are included.

As covered in our letter of December 6, 1935, relative to WPSO 260, it was stated such a clause could not be approved on future projects, but that where it was desirable to allow the subcontracting of more than 20% that the optional special provision "A", which removes the 20% limitation, should be used. The use of this optional provision and the naming of the subcontractor was included for the purpose of eliminating the shopping around for a large portion of the work after award of contract.

We have had definite instructions that approval of a clause such as is included in the above mentioned special provisions, should not be given. Under the circumstances, we would suggest that revised sheet covering this portion be submitted for the above projects.

As regards the clauses which you have inserted in the special provisions relating to employment of labor, as covered in Works Program General Memorandum No. 16, we will recommend their approval.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

CROSS REFERENCE SHEET

Name or Subject 30-A

File No.

Regarding Special Provisions

Date December 13, 1935

SEE

Name or Subject CONSTRUCTION
Federal Aid
. Special Provisions

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE"

Library Bureau

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30-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program grade separation project No. WPGS 30-A, the Dairy Overcrossing of the O.C.& E. Ry. on the Klamath Falls-Lakeview Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

Ror

30-A

November 13, 1935

Mr. E. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the Dairy Overcrossing Section, Project No. WPGS 30-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. WPGS 30-A

DANK OVERCROSSING OF THE O. C. & E. R. R.
ON THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN
KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 13, 1935

Roadwork (Sta. 888+80 to 917+00)

All Required		Clearing and Grubbing		$ 250.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
520	cu. yds.	Common Excavation	0.30	156.00
1,300	cu. yds.	Intermediate Excavation	0.40	520.00
10,400	cu. yds.	Solid Rock Excavation	0.75	7,800.00
6,200	yd. sta.	Overhaul	0.02	124.00
5,900	yd. mi.	Truck Haul	0.18	1,062.00
0.51	mile	Finishing Roadbed and Slopes	400.00	204.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
60	lin. ft.	18" Corr. Iron Pipe	2.50	150.00
2,600	cu. yds.	Selected Roadbed Topping	0.40	1,040.00
25,000	yd. mi.	Hauling Roadbed Topping	0.12	3,000.00
900	cu. yds.	Salvaging Surfacing Materials	0.70	630.00
300	cu. yds.	Filler	0.40	120.00
300	yd. mi.	Hauling Filler	0.15	45.00
150	M-Gal.	Sprinkling	1.50	225.00
400	cu. yds.	Placing Mineral Aggregate	1.30	520.00
1,200	yd. mi.	Hauling Mineral Aggregate	0.20	240.00
110	cu. yds.	Furnishing, Hauling and Placing Mineral Aggregate	4.00	440.00
32	tons	No. 3 Road Oil in Place	35.00	1,120.00
6	tons	Emulsified or Cutback Asphalt in Place	35.00	210.00
		Subtotal		$ 17,966.00
		10% Engr. & Cont.		1,796.60
		Total		$ 19,762.60

Structures

390	cu. yds.	Structural Excavation	$ 2.00	$ 780.00
30	cu. yds.	Structural Excavation below Plans	5.00	150.00
260	cu. yds.	Class "A" Concrete	23.00	5,980.00
100	cu. yds.	Class "D" Concrete	23.00	2,300.00
61,000	lbs.	Metal Reinforcement	0.055	3,355.00
256	lin. ft.	Concrete Handrail	5.00	1,280.00
All Required		Remove Old Bridge and Maint. Traffic		1,000.00
			Subtotal	$ 14,845.00
			10% Engr. & Cont.	1,484.50
			Total	$ 16,329.50

Length of Roadwork	0.509 mile
" " Structure	0.023 "
Total Length	0.532 "
Cost per mile, roadwork	$ 38,826.32

WPGS Funds Requested:

Roadwork	$ 19,762.60
Structure	16,329.50
	$ 36,092.10

	Roadwork	Structure
Estimated Labor Required	12,000 man-hours	5,500 man-hours
Cost of Labor	$ 7,500	$ 4,600
Cost of Materials	$ 1,200	$ 5,000

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished under State Contract No. 1476

280	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	$ 1.50	$ 420.00
70	cu. yds.	¾" - ½" Crushed Rock in Stockpile	1.70	119.00
50	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.90	95.00
				$ 634.00

April 16, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Please be advised that the non-participating item of 1/3" - 0" materials for Project No. NRS 30-A should be 52 cubic yards at $0.25 = $13.00, this making the total cost of the project $12,163.63.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 13, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of April 5 and your reply of April 9, regarding the extension of 52 Cu.Yds. of 1/8"-0 stockpile material (non-participating) at 25¢, on the final voucher for Oregon USPW project NRS 30-C.

We compute this as $13.00 rather than $10.82. Will you please advise whether the quantity, price, or extension is in error.

Very truly yours,

W. H. LYNCH
District Engineer

NRS 30-A

April 13, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of April 5 and your reply of April 9, regarding the extension of 52 Cu.Yds. of 1/8"-0 stockpile material (non-participating) at 25¢, on the final voucher for Oregon WSFW project NRS 30-C.

We compute this as $13.00 rather than $10.82. Will you please advise whether the quantity, price, or extension is in error.

Very truly yours,

W. H. LYNCH
District Engineer

April 9, 1935

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of April 5th concerning the final vouchers submitted for Projects No. NRS 30-A, B and C.

The constructed limits of Project No. NRS 30-C are as given in the summary of completed federal aid work (Station 1474+00 to 2420+00).

The non-participating item of 1/8" - 0" Materials is incorrectly extended in the final voucher for Project No. NRS 30-A, the correct figure being $10.82. This will change the total actual cost of the project to $12,161.45.

The test reports for mineral aggregate, requested in the second paragraph of your letter, are being sent to you by our testing department.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MZ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

April 5, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final vouchers recently submitted for Oregon U.S.Public Works projects NRS 30-A, B and C, Klamath Falls-Lakeview highway.

We do not appear to have received copies of test reports for the mineral aggregates used on this project. Will you please forward copies of the reports so that we can forward the vouchers with our recommendation for payment.

Your letter of March 30, transmitting the vouchers, calls attention to the fact that the length of the constructed roadway on Section C is slightly less than that indicated by the plans, but we have no information as to the termini of the project as constructed. This information is necessary before the voucher can be forwarded for payment.

In checking the total cost of the project, we note that the non-participating item of 1/8" - 0" material is extended on the voucher for Section A as 52 Cu.Yds. at $0.25 = $108.25. Will you please advise us as to the correct figures for this item.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FORM S-C-1 10M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

September 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

SEP 3 - 1934
STATE HIGHWAY COMMISSION

Attention Mr. H. G. Smith

Dear Sir:

This letter is written to explain the over runs and under runs on the Klamath Falls-Forest Boundary Section of the Klamath Falls-Lakeview Highway (18 PU).

The item "Preparation of Base" is, of course, always equal to the constructed length of the unit and therefore needs no explanation.

Klamath Falls-Swan Lake Junction Unit:

		Contract Amt.	Actual Amt.
1.	Placing Mineral Aggregate	1100 C.Y.	1067 C.Y.
2.	Hauling " "	3200 Yd..Mi.	2214 Yd. Mi.
3.	#3 Road Oil in Place	110 Tons	90 Tons

Explanation: Item 1 is within 3% of the contract and needs no further explanation. Item 2 under ran approximately 1000 Yd. Miles. It was originally contemplated to haul the materials on this job in a direction away from the point of manufacture but due to a shortage of materials it was necessary to back haul materials, which caused this under run. Item 3 under ran 20 tons, which was caused by the fact that the oil spreads on this unit were reduced slightly as the existing oil surface was extremely "fat" and and there was danger of bleeding during hot weather.

Swan Lake Junction-Yonna Valley Unit

		Contract Amt.	Actual Amt.
1.	Placing Mineral Aggregate	7,000 C.Y.	6,125 C.Y.
2.	Hauling " "	18,400 Yd. Mi.	16,762 Yd.Mi.
3.	Cutback Asphalt in Seal Coat	70 Tons	63 Tons
4.	#3 Road Oil in Place	440 "	348 "

Item 1 shows an under run of 875 cubic yards or approximately 15% due to a shortage of rock this item was held to an absolute minimum and none of the allowed percentage was used. Also the spreads were held slightly low for the same reason.

Item 2 is a natural under run caused by Item 1.
Item 3 is under 7 tons, or about 10%, and was caused by the swell in heating the oil.
Item 4 shows an under run of 98 tons. Due to the "fat" condition of the oil surface that this unit was laid on the tack coat was reduced approximately one half. Figuring the job on a "hot gallonage" basis with the reduced tack coat (1.10 gallons per square yard instead of 1.21) we should have used 342 tons, which is what was used. There was no patching, road approaches or other items on this unit which would tend to use up the allowed percentage due to heating of oil.

Yonna Valley-Bly Mountain Summit Unit

		Contract Amt.	Actual Amt.
1.	Placing Mineral Aggregate	620 C.Y.	580 C.Y.
2.	Hauling " "	1600 Yd.Mi.	1692 Yd.Mi.
3.	No. 3 Road Oil in Place	65 Tons	57 Tons

Item 1 is under less than ten per cent, indicating that rock was laid approximate to actual spreads and allowed amounts not used up. The over run on item 2 was occasioned by a redistribution of materials on this unit. After the contract was awarded a state paving plant worked on this unit and used up materials which were figured for this work, making it necessary to redistribute the materials at an increase of the haul item. Item no. 3 shows an under run of 8 tons caused by utilizing the swell due to heating of the oil.

Beatty-Forest Boundary Unit.

		Contract Amt.	Actual Amt.
1.	Placing Mineral Aggregate	15,900 C.Y.	15,658 C.Y.
2.	Hauling " "	34,000 Yd.Mi.	28,958 Yd.Mi.
3.	Cutback Asphalt in Seal Coat	160 Tons	146 Tons
4.	Gravel Shoulders	6,200 C.Y.	6,812 C.Y.
5.	Hauling Shoulder Material	40,000 Yd.Mi.	40,345 Yd.Mi.
6.	Sprinkling	600 M. Gals.	0
7.	No. 3 Road Oil in Place	1,130 Tons	903 Tons.

Item 1 under ran 2242 cubic yards caused by a shortage of rock on this unit. All spreads were held very close to specified amounts and it was necessary to shorten the job slightly on both ends as the 1½"-3/4" rock supply was entirely exhausted. Also due to an excess of fines in the ½"-¼" rock, the sand item was eliminated from the first seal.

Item 2 is a natural under run caused by the under run on item 1 and also the haul on the sand item was materially reduced by the location of additional sand pits on construction.

Item 3 shows an under run of 14 tons and is due to swell of bitumen caused by heating.

Item 4 shows an over run of 612 cubic yards. It was found, during construction, that in places the existing

shoulders were very low and narrow and it was deemed advisable to put them in shape at this time which took more material than had been allowed for ordinary shoulder construction.

Item 5 is very close to the estimate and needs no explanation.

Item 6 was eliminated as rains during construction made it unnecessary. We found it possible to keep the road in good shape without extra water.

Item 7 shows an under run of 227 tons. This was caused by an error in computing the needed tonnage in the Salem Office. The Division Engineer's Estimate shows 918 tons, which is correct, using the specified spreads. It appears that the itemsof cutback in the seal coat was added to the road oil amounts. The final amount (903) tons is very close to the correct amount (918 tons) and when allowance for shortening the job is made it is close enough to need no further explanation.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

FORM S-C-1 12083 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL S. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

10 PU

Bend, Oregon.
August 10,1934.

R.H.Baldock,
State Highway Engineer.
Salem, Oregon.

Attention ~~R.~~H.Probert

Dear Sir:-

With reference to the Klamath Falls-Forest Boundry Section (18 PU) I am sending in a monthly estimate on this job so that monies due the contractor may be released while waiting for the final estimate.

This job is figured complete for finalling with the exception that there are 10 freight bills which have never been received. The item of freight on asphalt was estimated as closely as possible and can be corrected when all freight bills are in.

Very truly yours

K.D.Lytle,
Division Engineer.

cc to Forrest Cooper

FORM S-C-1 12922 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK,
STATE HIGHWAY ENGINEER
SALEM.

30-a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

August 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

RECEIVED
AUG 9 - 1934
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

I am sending you herewith Price Agreements 1, 2 and 3 on the Klamath Falls-Forest Boundary section of the Klamath Falls-Lakeview Highway, for your approval.

All three cover surplus oil barreled and turned over to the maintenance department. The approval of these agreements will not necessitate any increase in the project authorization.

Yours very truly

K. D. Lytle
Division Engineer

kdl/e
encl.

NOTED
State Highway Engineer

Form S-C-1 12933 1800 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

SPRS-30-9

April 28, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. S. Smith

Dear Sir:

This is to advise you that the Klamath Falls-North Forest Boundry job will start on May 1st.

The Merrill-Malin job will start April 30.

Yours very truly,

K. D. Lytle
Division Engineer

kdl/j

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 30-A

February 15, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

Hyp. 17248

Form P. R. 2

State Oregon

U.S. Public Works Project No. NRS-30, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of January, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 24th day of July, 1933, a project statement, which was approved by the Secretary on the 16th day of August, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 15th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

ten thousand, five hundred twenty-six and 45/100

dollars ($ 10,526.45) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

9—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act (Include amount, date, and citation of act of legislature by which authorized) approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 41, Laws of 1927.

(*b*) From other sources .....

.....

.....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 719+00 in the SW¼ of Section 25, T 38 S, R 10 E, W.M., and survey station 892+30 in the NW¼ of Section 33, T 38 S, R 11½ E, W.M.,

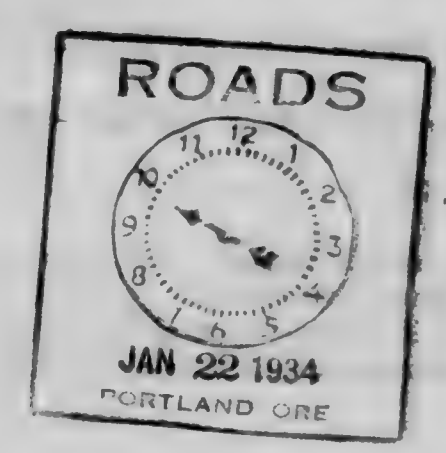
.....

.....

.....

.....

, length 3.131 miles, in Klamath County, being Section A of Oregon U.S.Public Works project No. NRS-30, consisting of 3.131 miles of roadway and no bridges, ~~and~~ of more than 20 feet clear span, ~~of a mile in length~~ known locally as the Swan Lake Junction-Dairy Section of the Klamath Falls-Lakeview Highway.



CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of ten thousand, five hundred twenty-six and 45/100 dollars ($10,526.45), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fourteen thousand, six hundred one and 45/100 dollars ($14,601.45), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no ~~event shall payment or payments made by the United States~~ STRICKEN OUT on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30 day of February, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By [signature]

Chairman, State Highway Commission
(Title of officer)

By [signature]

Member, State Highway Commission
(Title of officer)

By [signature]

Member, State Highway Commission
(Title of officer)

By [signature]

(Title of officer)

By [signature]

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—5518

~~Secretary of Agriculture.~~

[signature]

By [signature]
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. ~~RS-30-A~~ State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 14,601.45 as the total estimated cost of said project, and the sum of $10,~~6~~46.45 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3d day of February one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4230

By D. W. Wilson
Acting Chief, Bureau of Public Roads

January 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Swan Lake-Dairy Section, Project No. BRS-30-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/GE

Encl.

FORM S-K-1 1500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

30-D

OREGON STATE HIGHWAY COMMISSION

SALEM

January 16, 1936

Mr. E. L. King, Superintendent
Southern Pacific Company
Pacific Building
Portland, Oregon

Dear Sir:

Herewith we return to you duplicate counterparts of agreement covering proposed overhead crossing of the Oregon-California & Eastern Railway Company's tracks on the Klamath Falls-Lakeview Highway in Klamath County, both copies of which have been executed by the State Highway Commission.

It is our understanding that you will send us a fully executed copy for our files after execution by Oregon-California & Eastern Railway Company. If at that time you should happen to have an extra unsigned copy we should appreciate receiving this also.

Yours very truly,

J. M. DEVERS

By J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. H. B. Glaisyer
Mr. G. S. Paxson

January 14, 1936

Mr. J. H. Devers, Attorney
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Attention Mr. De Souza

I am returning you herewith duplicate copies of the agreement with the O. C. & E. Railway Company relating to the construction and maintenance of the overhead crossing and that company's tracks where they cross the Klamath Falls-Lakeview Highway near Dairy in Lake County. These agreements, you will note, have been executed by the Highway Commission.

Will you kindly secure execution on the part of the Railway Company and when they are done return this complete copy to me for the Commission's records and files?

Very truly yours,

H. B. Slaughter, Secretary

HBGsd
Encs.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

...CRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

January 7, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Herewith we hand you for execution by the State Highway Commission two copies of proposed agreement covering the overhead crossing of the O. C. & E. tracks near Dairy on the Klamath Falls-Lakeview Highway in Klamath County.

The form of agreement was examined by Mr. Paxson and found satisfactory as to engineering details. It meets with the approval of the legal department as to legal matters.

Will you please return both copies to the writer when they have been executed so that they can be forwarded to Mr. King?

Yours very truly,

J. M. DEVERS

By J. W. DeSouza a.w.
J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW

returned executed 1/14

Stencil #46-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE NO. Ore. NRS 30-A

POST OFFICE BUILDING
PORTLAND, OREG.

Jan. 6, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Ore.

Dear Sir:-

We are forwarding herewith two copies of proposed project agreement, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

P.S. Enclosed also is an approved copy each of detail estimate and specifications.

October 18, 1955

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Swan Lake-Dairy Section, Project No. NRS-30-A.

The alignment at the west end of this project is shown incorrectly on the plans which you now have. We have accordingly corrected sheet No. 5 of the plans and are sending five blueprint copies, under separate cover, to replace those which you now have. The correct alignment makes a small reduction in the length of the project and the corrected length is shown on the agreement estimate.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-30-A

SWAN LAKE JUNCTION-DAIRY SECTION

OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 16, 1933.

Bituminous Macadam Wearing Surface, Type B-2 (Modified)

5.1	miles	Preparation of Base	$ 30.00	$ 153.00
2,750	sq. yds.	Placing Mineral Aggregate	1.00	2,750.00
10,900	yd. mi.	Hauling Mineral Aggregate	0.20	2,180.00
27	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.00	654.00
175	tons	No. 3 Oil in Place	28.00	5,250.00
			Sub-total	$ 9,569.00
			10% Engr. & Cont.	956.95
			Total	$ 10,525.45

Length of Roadwork 5.151 miles
Cost per mile $ 5,241.00

National Recovery Secondary Highway Funds Requested $ 10,525.45

State Funds for Construction: Chap. 175, Laws 1917: Chap. 81, Laws 1929
State Funds for Maintenance: Chap. 41, Laws 1927

NON-PARTICIPATING ITEMS

Aggregate Furnished Under State Contract No. 1118

1,630	cu. yds.	1-1/2" - 3/4" Matls. in Stockpile	$ 1.65	$ 2,686.90
300	cu. yds.	3/4" - 1/2" Matls. in Stockpile	1.65	337.90
540	cu. yds.	1/2" - 1/8" Matls. in Stockpile	1.65	850.20
				$ 4,075.00

30-a

October 7, 1933

Dunn & Baker
Box 431
Klamath Falls, Oregon

Gentlemen:

For use in connection with the Klamath Falls-Forest Boundary bituminous macadam and oiling project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Courthouse, Klamath Falls, Oregon. A supply of the forms on which to make the application is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:ME

Encl.

cc Mr. K. D. Lytle

cc Resident Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 30-A, the Swan Lake Junction-Dairy section of the Klamath Falls-Lakeview Highway, to Dunn & Baker, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

2 certified copies sent to Hyde

302

October 7, 1933

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

When resident construction engineers are assigned to the Klamath Falls-Forest Boundary and Merrill-Malin bituminous macadam and oiling projects, will you please request them to wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland on the day that work is started on each project, advising him of the commencement of the work. In the wire the project should be referred to by contract number and the National Recovery Secondary Project numbers.

The Klamath Falls-Forest Boundary Contract includes three NRS projects, and the wire should refer to the particular NRS project on which work is first started. When work is commenced on each of the remaining NRS projects, Mr. Lynch should be advised by letter.

Work on a project will be considered to have started on the day that camp erection, or any other work of a manual nature, is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in the wire to Mr. Lynch.

Confirmation copies of the wires, and letters to Mr. Lynch, should be mailed to the Salem Office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/ME

send copies and K. Lytle

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

September 15, 1933

RECEIVED
SEP 18 1933
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRS 30-A, the Swan Lake Junction-Dairy section of the Klamath Falls-Lakeview Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

September 13, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for bituminous macadam work on the Swan Lake Junction-Dairy Section, Project No. ~~NRS-30-A~~.

Five bid proposals and five sets of blueprint plans for the above described work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MZ

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-50-A

SAGE LAKE JUNCTION-DAIRY SECTION

OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN

KLAMATH COUNTY

(Estimate to accompany bituminous macadam specifications. Not as basis for project agreement.)

Salem, Oregon, Sept. 15, 1933

Bituminous Macadam Wearing Surface, Type B-2 (Modified)

3.1	miles	Preparation of Base	$ 80.00	$ 248.00
2,750	cu. yds.	Placing Mineral Aggregate	1.30	3,575.00
10,900	yd. mi.	Hauling Mineral Aggregate	0.15	1,635.00
27	Tons	Emulsified or Cut-back Asphalt in Seal Coat	24.00	648.00
175	"	No. 3 Oil in Place	23.00	4,025.00
205	"	Tar in Place	25.50	Alternate
		Sub-total		$ 10,131.00
		10% Engr. & Cont.		1,013.10
		Total.....		$ 11,144.10

3/31

Length of Roadwork 3.146 miles
Cost per mile $ 3,542.30

National Recovery Secondary Highway Funds Requested $ 11,144.10

NON-PARTICIPATING ITEMS

Aggregate Furnished Under State Contract No. 1118

1,630	cu. yds.	1-1/2" 3/4" Matls. in Stockpile	$ 1.63	$ 2,656.90	(A)
350	cu. yds.	3/4" - 1/2" " " "	1.63	557.90	
540	cu. yds.	1/2" - 1/8" " " "	1.63	880.20	
				$ 4,075.00	

CONTRACT 1804

WPSO 268-A 122nd Ave.-Troutdale Sec., 1936
N.E. Halsey St.
1804

FORM S-A-1 6M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E.B. ALDRICH, PENDLETON
FL. TOU VELLE, JACKSONVILLE

I.B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 27th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

In reply to your letter of Nov. 25rd, regarding a wage claim filed by C. E. Farrand, who claimed additional compensation due him from work on the Halsey Street project, Jacobsen and Jensen, Contractors.

The contractor has settled with this man.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Ray Webber
R

cc to: R. H. Baldock

FORM S-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLASGOW, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
Nov. 20, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

We are in receipt of your letter of November 19th in which you ask about the Final Estimates on 122nd and 102nd Avenue grade separations.

These two estimates will be forwarded to your office in about a week or ten days. They have been held up because of the fact that three different jobs were tied together, due to the complicated borrow and haul from one job to another, and, therefore, could not be "finalled" until all the jobs were complete.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By
Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock
H. G. Smith

#1804

x

268

October 16, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1804 for the construction of the 122nd Avenue-Fruitdale Section of N. E. Halsey Street in Multnomah County, has been completed by the contractors contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 28, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $68,406.03, including the final payment. Of this amount $340.60 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

C E C E

#1804

268

September 28, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on Contract No. 1804 - 122nd Avenue-Troutdale Section of N. E. Halsey Street in Multnomah County. This payment will be made on or after October 8, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 22 1936
OREGON

IN REPLY PLEASE REFER TO FILE NO.

Portland, Oregon
Sept. 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Under separate cover today we are sending you by express the final records for Halsey Street Paving Contract, No. 1804, which was finished on August 15, 1936 by Jacobsen-Jensen.

A list of the data submitted is attached hereto. You will also find in triplicate explanations of over-runs and under-runs on this contract, submitted by A. B. Dean. There are attached hereto, as well, orders for three items of extra work.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

NOTED
State Highway Engineer

EAC:DP
Encl.

CC R. H. Baldock
H. G. Smith

#1804

FORM S-A-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

September 18th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. Andrews

Dear Sirs

Reference is being made to yours of September 10th, regarding completion date on Oregon WPSO-268, Halsey Street Section, Contract No. 1804.

We find that the contractor completed the work on August 15th, with the exception of very minor detail work to clean up the project, for which no subsequent time was shown on the payrolls.

We are, therefore, changing the completion date on our records to August 15th, and an extension of time will not be necessary.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
E

cc tos R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

SEP 11 1936

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Sept. 10, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Smith's letter of August 31st, requesting concurrence in an overrun of eight days on Oregon WPSO 268, Halsey Street Section, Contract No. 1804.

A final inspection was made of this project on August 26th, at which time we were informed actual work was completed on August 15th so that no time extension was necessary. This is born out by the fact that certified payrolls do not show labor subsequent to August 15th. As our field report shows completion August 15th, will you please check your records on this and advise.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

#1804
Orig

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1936

10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
Aug. 23, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Attached hereto you will find request of Jacobsen-Jensen Co. for an eight day extension of time on their Halsey Street Contract, No. 1804.

The paving was finished in July and work on the shoulders was finished on the fifteenth, except for one or two very small items which were completed in the next few days.

Traffic was not inconvenienced on account of this condition nor was engineering expense increased because Resident Engineer Dean's work was on other projects, as well.

I recommend that this extension be granted without penalty.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith

Original date of completion was August 15, 1936

This extension will make the completion date Aug, 23, 1936 -

JACOBSEN-JENSEN CO.

General Contractors

517 N. E. Stanton Street
PORTLAND, OREGON

Aug. 25,1936.

Oregon State Highway Commission,
State Office Building,
Salem,Oregon.

Gentlemen:

On our State Highway Contract #1804,known as the 122nd Avenue Troutdale Section of N.E.Halsey Street,we found it impossible to complete the Project in the specified time due to bad weather and other conditions,and therefore,ask for an extension of eight days,the time necessary to complete the work.

Thanking you in advance,we are

Very truly yours,

Jacobsen-Jensen Company,
By M. T. Jacobsen
Sec'y-Treas.

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

PORTLAND, OREGON

August 25, 1936

Oregon State Highway Commission,
State of Oregon
S alem,Oregon

Gentlemen: Re:Contract No. 1804

The Jacobsen-Jensen Company, contractors have requested an extension of time of eight(8) days on the contract No. 1804, for the grading of 122nd Avenue-Troutdale Section on the NE Halsey Street Highway, Multnomah County,Oregon.

The Great American Indemnity company, Surety upon this bond, hereby consents to the extension of eight (8) days time, from August 15, 1936, the original completion date.

GREAT AMERICAN INDEMNITY COMPANY
By _____
Attorney-in-Fact

Countersigned:
HARVEY WELLS INSURANCE AGENCY
By Harvey Wells (Pres)
Resident Agent

This request replaces the one formerly issued as of July 31, 1936, in which the extension of time was made 45 days.

268

COPY

September 18, 1936

Mr. Glaisyer:

Reference is made to the following extensions of time and acceptances which we acted upon at the last meeting of the Commission:

Jacobsen-Jensen Co. Contract No. 1804 - 122nd Ave. - Troutdale Section, extension of time was presented to August 23rd and date for acceptance as of August 22nd, 1936. This extension should not go thru and the date of completion should be changed from Aug. 22nd to Aug. 15, 1936, which was the original date of the contract.

On the Jacobsen-Jensen Co. Contract No. 1853 - 162nd Ave. - Gresham Road Section, the letter you have for acceptance shows the date of completion being August 22nd. This should be changed to August 20th.

The above changes are in accordance with letters from the Bureau to Mr. H. G. Smith and which have been confirmed by E. A. Collier.

McFarland.

Form 328—5M—5-36

268

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 12, 1936, *193*

Section 122nd Ave.-Troutdale — *Kind of work* Grading and Paving

Highway East Halsey Street — *Section prefix* 226-1015 WPSO 268

Contractor Jacobsen Jensen Co. — *Contract number* 1804

Date of contract January 10, 1936, *193* — *Date of completion* August 15, 1936, *193*

Date work started January 23, 1936, *193* — *Estimated date of completion* Aug. 22, 1936, *193*

Amount of contract . . . . . $66,589.00 — *Per cent of time elapsed* 103 %

Estimated cost of completed project, exclusive of engineering $66,589.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $3926.07, ... % — *Date project was completed* Aug. 22, 1936, *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The project is complete.

The semi-final estimate is complete and being sent to Mr. E. A. Collier at the division office today, September 12.

This will be the final weekly report on this project.

NOTED
AUG 31 1936

Signed G. V. Bream

Address 425 S. E. 81st Ave., Portland, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

268

OREGON STATE HIGHWAY COMMISSION

SALEM

September 11th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7720 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

The following is an excerpt from a letter from the Bureau of Public Roads regarding an extension of time from August 15th to August 23rd on Oregon WPSO-288, Halsey Street Section.

"A final inspection was made of this project on August 26th, at which time we were informed actual work was completed on August 15th so that no time extension was necessary. This is born out by the fact that certified payrolls do not show labor subsequent to August 15th. As our field report shows completion August 15th, will you please check your records on this and advise."

Please give us a complete report in order that we can make satisfactory reply to the Bureau.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

268-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

Sept. 3, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 268-A, 122nd Ave.-Troutdale, N. E. Halsey St., Multnomah County, was made by a representative of this office on August 26, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Highway Engineer

Iron

FORM 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. ALDRICH, PENDLETON
P. TOU VELLE, JACKSONVILLE

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

268

IN REPLY PLEASE REFER TO FILE NO.

August 31st, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

An extension of eight days has been requested by Jacobsen-Jensen Co. on their contract #1804, Halsey Street, F.A.P. No. [illegible] 268.

The contractor has pushed this, and other projects, as rapidly as possible, but was delayed because of a late spring and a strike later. Since the traveling public has not been inconvenienced, nor engineering costs increased, we would appreciate your concurrence in the extension of time on this project from August 15th to August 25rd.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

217

WPSO 268
Cont. 1804
226-1015

This is to confirm my phone call to your office today regarding the completion of the N. E. Halsey Street paving project, WPSO 268.

Jacobsen and Jensen Co. completed this project today, Aug. 22nd, and thirteen men were laid off.

This project was approved by Mr. E. A. Collier, division engineer, today.

Very truly yours,

A. B. DEAN (Signed)
Resident Engineer

FORM S-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

W. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
July 28, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of July 27th with regard to the shoulders on the Halsey Street Project received.

Work on finishing the shoulders has not been started, but will be soon. We will see that the shoulders are finished up in accordance with specifications.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:DP
CC R. H. Baldock
A. B. Dean

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 27, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

During the trip with Mr. Baldock a few days ago, we took the opportunity to drive over the Halsey Street Project being paved by Jacobsen & Jenson.

We were unable to learn from anything on the ground whether a portion of the shoulders had been finished or whether they merely had been left rough during the paving operations, as they did not seem to have a standard shape or contour.

Please make an inspection of this project to see that the shoulders are finished in accordance with the specifications and our customary practice.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H.Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 268

POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

For

EF-A4pr-1248

Form P. R. 2

State Oregon

U.S. Works Program Highway Project No. WPSO 268

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of March, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 8th day of November, 19 35, a project statement, which was approved by the Secretary on the 23rd day of December, 19 35, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 24th day of December, 19 35; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy three thousand, two hundred forty seven and 90/100 dollars ($ 73,247.90) as the share of the United States payable under said act on account of [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State From funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized)

(Public Res. No. 11, 74th Cong.)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Sta. 130+00 on the South line of Section 26, T. 1 N., R. 2 E., and Sta. 365+40 at the junction with F.A. Route No. 1 in the W. 1/2 of Sec. 25, T. 1 N., R. 3 E., W.M. (excepting therefrom that portion between Sta. 317+40 and Station 248+00)

, length 5.721 miles, in Multnomah County, being ~~State Highway~~ Oregon U.S. Works Program Highway project No. UPSO 262, consisting of 5.721 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~in addition thereto~~, known locally as 122nd Avenue-Troutdale Section of the N.E. Halsey Street Road.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] of said project shall not in any event exceed the sum of seventy three thousand, two hundred forty seven and 90/100 dollars ($ 73,247.90), certified to the Secretary of the Treasury as above mentioned, which [redacted] dollars ([redacted] is), the approved total estimated cost of [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance will be by
(Include reference to statute authorizing funds and probable amount annually available)

the County of Multnomah pursuant to its agreement of January 11, 1936 with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E B Adkinson

Member, State Highway Commission
(Title of officer)

By F L Loveville

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. E. Longley

Acting Chief, Bureau of Public Roads.

8—5518

Form FH. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. U.S. Works Program Highway UPSO, 266 State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 73,247.90 as the total estimated cost of said project, and the sum of $ 73,247.90 as the share of the United States, payable under said acts on account of such project, which [redacted] said total estimated cost.

Done at the city of Washington, this 9th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. D. Layton
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4229

RECEIVED
MAR 19 1936
OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

March 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on February 28, 1936, approved the project statement for Oregon U. S. Works Program Highway Project WPS 268, involving the improvement of 6.3 miles of Northeast Halsey Street between a point in the City of Portland near the east city limits and the town of Troutdale in Multnomah County.

As the extension is partially within and partially without the city of Portland two project agreements will be necessary to cover its construction.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
MAR 3 1936
STATE HIGHWAY COMM.

Post Office Building
Portland, Oreg.

IN YOUR REPLY PLEASE REFER TO

File No. Oregon WPSO 268

March 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
Highway Engineer

Encls.

268

February 28, 1936

Jacobsen-Jensen Co.
517 N. E. Stanton Street
Portland, Oregon

Dear Sirs:

We are forwarding to you by express today a fully executed copy of contract #1804 awarded to you on January 10, 1936 for the asphalt concrete paving of 5.72 miles of the 122nd Avenue-Troutdale Section of N. E. Halsey Street in Multnomah County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

264

February 19, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of revised project statement for the 122nd Avenue-Troutdale Section, Project No. NPS 268.

The project has been extended to include the proposed Barr Road Grade Separation Project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

STATE Oregon

PROJECT NO. 268 (Revised)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) February 17, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road 122nd Avenue-Troutdale Section, N. E. Halsey Street
2. Between ~~control points or official description~~: a point on line between N. ½ Sec. 28, T. 1 N., R. 2 E. and N. ½ Sec. 33, T. 1 N., R. 2 E. and a connection with F. A. Route No. 1 in W. ½ Sec. 28,
3. Between intermediate control points if used: ____ and T. 1 N., R. 3 E.

County of Multnomah

4. Length in miles (gross) 6.3 (net) 6.3 ~~mark~~

5. Preliminary estimate of cost: Total, $168,000; section of road to be ~~first~~ improved, $95,000, of which $70,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ____ (Amount.)

____ (Source; refer to statute.)

(*b*) County ____ (Amount.) (Source; refer to statute.)

8—8078

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 173, laws 1917; Chap. 31, laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

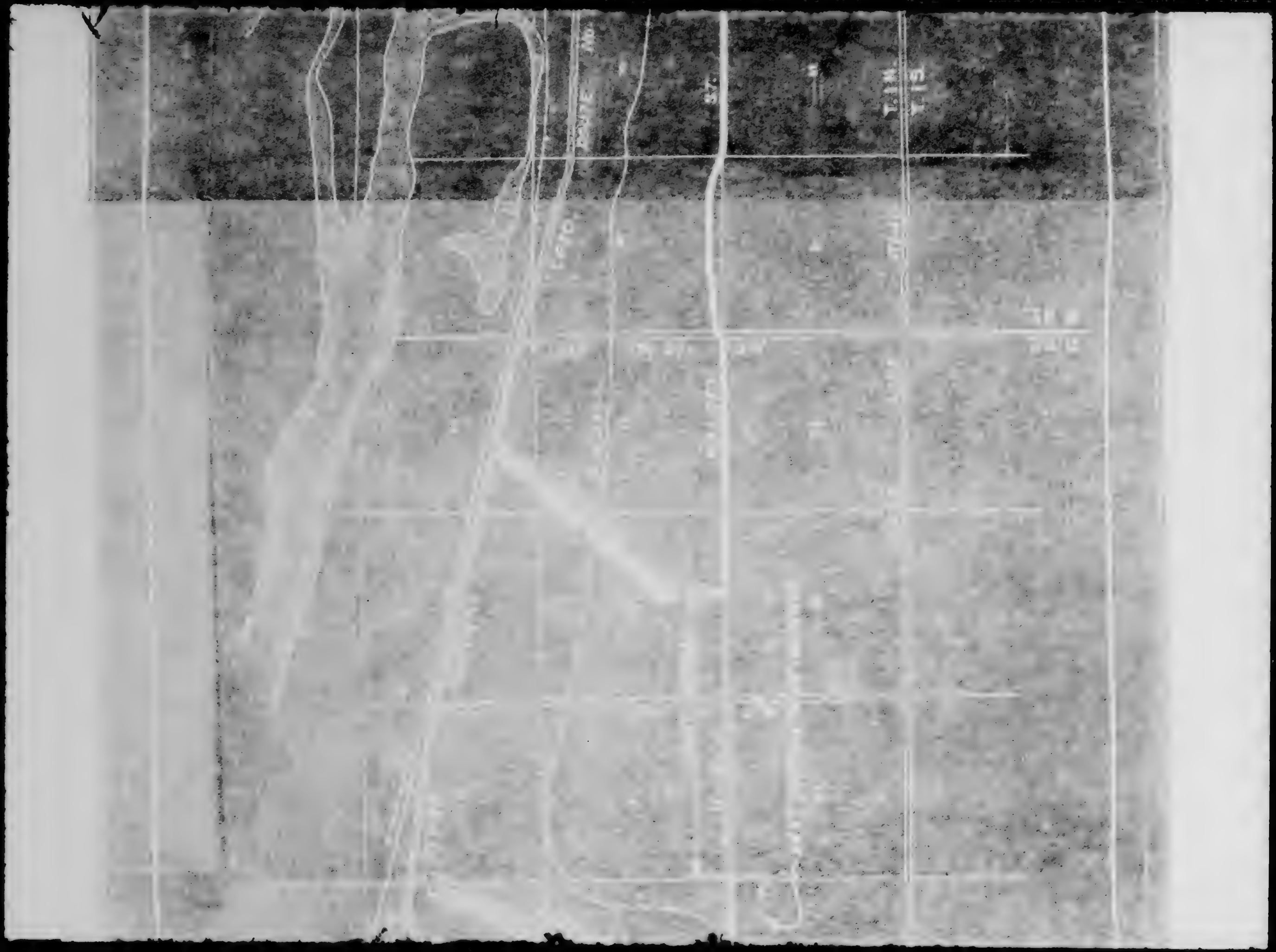
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—5073


E 13th Ave.
E 14th Ave.
E 15th Ave.

268

February 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the 122nd Avenue-Troutdale Section, Project No. WPSO 268.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MH

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 268

122ND AVENUE-POWELLS SECTION OF
E. L. SALEM STREET IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1936

Beginning (Sta. 137+00 to 317+40.0 = 180+37.8)
(Sta. 2[illegible] to 365+40)

3,500	cu. yds.	Excavation, Single Classification	$0.50	$ 1,750.00
7,700	yd. sta.	Overhaul	0.02	154.00
200	yd. mi.	Truck Haul	0.20	40.00
4.00	miles	Scarifying and Reshaping	400.00	1,600.00
12,300	cu. yds.	Gravel Subbase	0.50	6,150.00
8,300	" "	12" Rock in Base and Shoulders	1.25	10,375.00
400	" "	10 " " " " "	1.50	600.00
1,000	" "	Filler	0.40	400.00
1,000	yd. mi.	Hauling Filler	0.20	200.00
800	M-Gals.	Sprinkling	1.50	1,200.00
10,000	tons	Class "A" Asphaltic Concrete	4.10	41,000.00
69,000	sq. yds.	Surface Finish Coat	0.04	[illegible]
		Subtotal		$64,589.00
		10% Engr. & Cont.		[illegible]
		Total		$73,247.90

Length 5.721 miles
Cost per Mile $12[illegible],035.38

WPSO Funds Requested - $73,247.90

Estimated Labor Required 49,300 man hours
Cost of Labor $39,700
Cost of Materials 44,000

Funds for Maintenance See maintenance agreement executed by county January 6, 1936 and by Highway Commission January 11, 1936

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 268

122ND AVE.-TROUTDALE SECTION OF
E. B. HALSEY STREET IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 21, 1935

Roadwork (Sta. 130+00 to 317+40.0=194+87.8)
(Sta. 248+00 to 365+40)

3,500	cu. yds.	Excavation, Single Classification	$0.40	$ 1,400.00
7,700	yd. sta.	Overhaul	0.03	231.00
200	yd. mi.	Truck Haul	0.20	40.00
4.90	miles	Scarifying and Reshaping	200.00	980.00
12,300	cu. yds.	Gravel Subbase	0.75	9,225.00
8,300	cu. yds.	1½" Rock in Base and Shoulders	1.50	12,450.00
400	cu. yds.	¾" Rock in Base and Shoulders	1.50	600.00
1,000	cu. yds.	Filler	0.50	500.00
1,000	yd. mi.	Hauling Filler	0.20	200.00
800	M-Gal.	Sprinkling	1.50	1,200.00
10,000	tons	Class "A" Asphaltic Concrete	6.50	65,000.00
69,000	sq. yds.	Surface Finish Coat	0.05	3,450.00
			Subtotal	$ 95,276.00
			10% Engr. & Cont.	9,527.60
			Total	$104,803.60

Length 5.721 miles
Cost per mile $ 18,319.10

WPSO Funds Requested- - - -

FORM S-A-1 SM 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 15, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Salem, Ore.

NOTED
State Highway Engineer

Dear Sir:

In reply to your letter of January 7th, in regard to labor trouble with the contractor as explained in Resident Engineer A. B. Dennis letter.

I have taken this matter up and have been instructed that the International Truck Company rates all of these trucks as 1½ ton capacity; the two ton limit mentioned being merely a safe load. I have assurance from Mr. Weygandt that letters from the International Truck Co. to the effect that they rate these trucks as 1½ ton capacity will be in the hands of Mr. Dean on this date.

I also explained this matter to Resident Engineer Young at Oregon City on January 14th.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H.G. Smith,
Construction Engineer.

Dictated by
Ray Webber,
H.

CC to
R.H.Baldock✓
H. G. Smith

January 14, 1936

Mr. Oscar Cutler
Assistant Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am returning to you herewith five copies of the agreement with Multnomah County covering the maintenance of N. E. Halsey St. from a point 2,500 ft. east of N. E. 122nd Avenue (Buckley Road) to the Columbia River Highway at Troutdale, which is a project No. WPSO 268.

These have been signed by the Highway Commission and are being returned to you for further disposal. I have retained one copy until the minutes have been written up.

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp
Enc. 5

268

January 15, 1936

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you, on Friday, January 10, 1936, the contract covering 0.82 mile of grading and 5.72 miles of asphaltic concrete paving on the 122nd Avenue-Troutdale Section of N. E. Halsey Street in Multnomah County, based on your bid of $66,569.00.

You may consider this letter as your authority and our request to begin your operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

MI

cc W. E. Chandler
S. H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Highway project WPSO 268, 122nd Avenue-Troutdale section of N.E. Halsey Street, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

For

FORM B-B-1 1M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1804
1932 Ann

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

January 7, 1936. December 20

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. G. Smith.

Dear Sir:

Attached is a copy of a letter from A. B. Dean concerning a dispute with the contractor over payment of truck drivers. It seems the International Truck Company has trucks of two rated capacities working on the same job. One is marked 1½ to 2 tons and the other only 1½ tons. Under the contract, the 1½ to 2 ton capacity would call for a rate of 75 cents an hour for the truck driver and the 1½ ton capacity would require only 50 cents an hour, yet they appear to be doing the same work.

It would seem that strictly according to the contract, it would be absolutely necessary to have the two rates. However, this may have come up on some other project, and this matter is quite apparently one that should be taken care of by your liaison officer, Ray Hebber, according to circular letter No. 80.

May we please be advised as soon as possible so that the matter can be settled?

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 268

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau December 23, 1935 approved the project statement for Oregon U. S. Works Program Highway Project No. WPS 268, involving the improvement of 5.7 miles of N. E. Halsey Street between a point near the south quarter-section corner of Sec. 26, T.1 N., R.2 E., and Troutdale, in Multnomah County.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
Highway Engineer

November 8, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for the 122nd Avenue-Troutdale Section to which has been assigned project No. WPSO 268.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. [illegible] (Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 8, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road 122nd Avenue-Troutdale Section, N. E. Halsey Street
2. Between ~~terminal points of official description~~ a point on line between E. ½, Sec. 26 and E. ½, Sec. 35, T. 1 N., R. 2 E. and
3. Between intermediate control points if used: a connection with Fed. Route No. 1 in SW. ¼, Sec. 25, T. 1 N., R. 3 E. and

County of [illegible]

4. Length in miles (gross) 5.7 (net) 5.7

5. Preliminary estimate of cost: Total, $84,000; section of road to be first improved, $84,000,

of which $ [illegible] is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: [illegible] (Amount.)

(Source; refer to statute.)

(b) County [illegible]
(Amount.) (Source; refer to statute.)

8—8078

PROJECT
STATE

7. Funds for maintenance to be provided by State or County, from the following
(State or (and)county.)
sources: Chap. 173, Laws 1917; Chap. 51, Laws 1919

(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

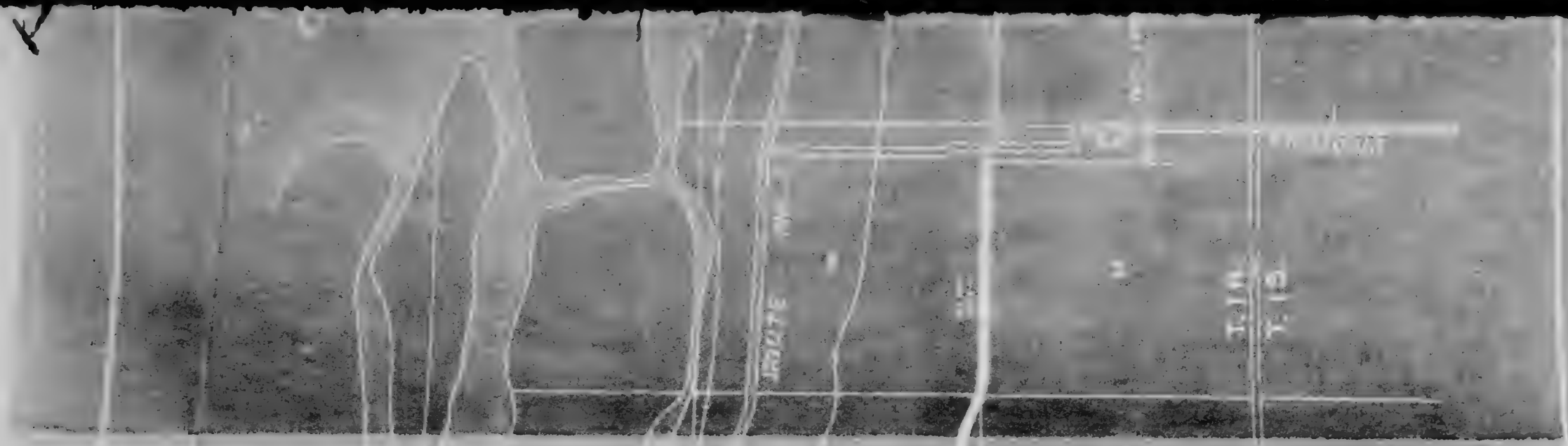
Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By
As Chairman
(Title of officer.)

By
As Commissioner
(Title of officer.)

By
As Commissioner
(Title of officer.)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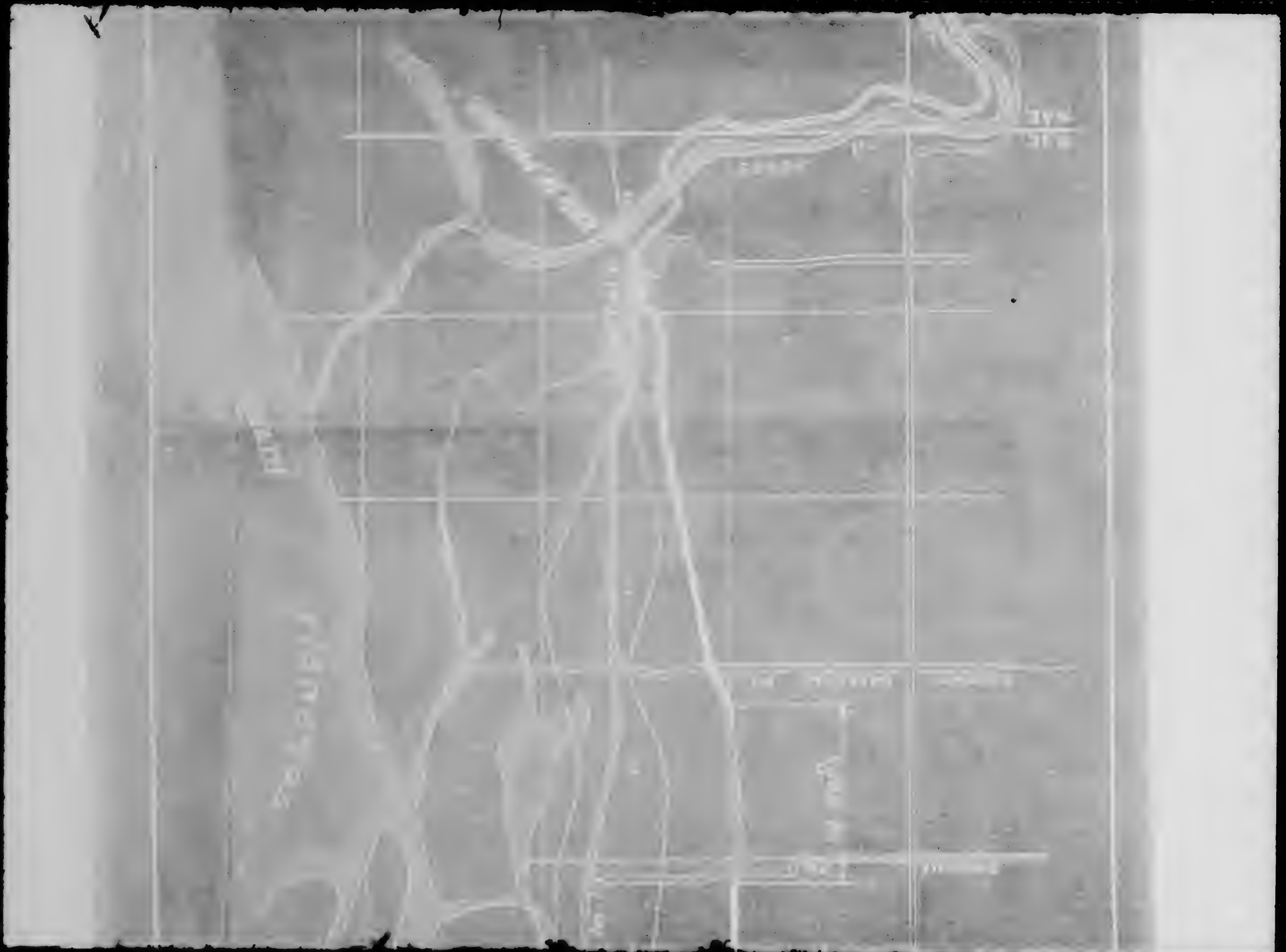


CONTRACT # [redacted] 1805

WPSO-281 Upper Tumalo Sec., Tumalo Falls-Bend County Rd. 1936

1805

RECEIVED
DEC 30 1936
FOR FILING
281

Dec. 28th, 1936

COST ANALYSIS - FINAL REPORT
Tumalo Falls-Bend Co. Road, Upper Tumalo Section, Grading
Contract 1805, Prefix 209-1002

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$4,123.60	26	Acres	$158.60	$4,200	$4,200.00
Extra Clearing & Grubbing	438.65	2.764	Acres	158.60	200.00	552.80
Trench Excavation	68.90	106	cu. yds.	0.65	1.00	106.00
Common Excavation	5,402.60	34,845.2	cu. yds.	0.155	0.20	6,969.04
Solid Rock Excavation	1,638.90	1,820.5	cu. yds.	0.90	1.10	2,002.55
Overhaul	747.15	24,904.2	yd. sta.	0.03	0.03	747.15
Truck Haul	236.54	1,312.9	yd. mi.	0.18	0.20	262.58
Finishing Roadbed & Slopes	1,120.00	3.5	Miles	320.00	200.00	700.00
18" Corr. Iron Pipe	902.00	440	lin. ft.	2.05	2.56	1,126.40
24" " " "	141.30	46	lin. ft.	3.07	3.50	161.00
Purchase of 18" Corr. Iron Pipe P.A. #1	184.08	118	lin. ft.	1.56	1.56	184.08
Purchase of 18" Corr. Iron Conn. Bands P.A. #1	4.62	2		2.31	2.31	4.62
	Sub-Total					$ 17,016.20
					Wood Sold	66.65
						$ 17,082.85
Total	$ 15,008.10					

Gross Revenue	$17,082.85
Total Cost	15,008.10
Net Profit	$ 2,024.75

Net Profit Equals 11.8% of Gross Revenue

NOTED

DECIMAL

Cost Analysis - Final Report

Contract 1805

Detail of Cost

Labor:

Supervision (M.L. O'Neil 5½ mo. at $200)	$1,100.00	
Labor	6,125.90	
State Industrial Accident Insurance	298.54	
Unemployment Insurance	59.70	
		$ 7,584.14

Material:

18" Corr. Iron Culv. Pipe	558 lin. ft. at 1.56	870.48	
18" " " " " Bands	13 each at 2.31	30.03	
24" " " " "	46 lin. ft. at 2.45	112.70	
24" " " " " "	1 each at 2.88	2.88	
			1,016.09

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	5,616.50	
Gas, Oil & Grease	1,145.00	
Small Tools, Supplies & Misc.	508.46	
Explosives	588.15	
Freight & Cartage	379.60	
Bond	170.16	
		6,407.87

Cost Grand Total $ 15,008.10

Analysis - Final Report

Contract 1805

REMARKS:

This contract was bid and awarded Jan. 10, 1936, but due to snow at this high elevation work was not started until April 13, 1936. The job was finished Sept. 5, 1936. Snow and rain and mud slowed up progress in early spring, and then an excessive amount of dust caused by long dry period hampered excavation and finishing during the late summer.

The clearing was done almost entirely by hand labor methods. Explosives were used to blast the larger stumps. The contractor sold some of the logs suitable for stove wood to a wood dealer.

The excavation, both solid and common, was done with 1-95 h.p. diesel cat, 1-60 h.p. gas cat, 1-12 cu. yd. LeTourneau scraper, 1 bulldoser and a heavy ripper. A small compressor and a jackhammer were used to drill about 1,000 cu. yds. of ledge rock and boulders, which it was necessary to blast. Boulders underlying the common at a depth of about two feet were encountered frequently which slowed up common excavation.

This was an alternate plan works program highway project and 9,000 man hours were required in the performance of the contract. The contractor used 10,491½ man hours or 1,491½ man hours more than required, as he was too anxious to use up man hours at the beginning of the job. Also, more solid was encountered than was anticipated, which required additional labor.

E. H. Clymer
Cost Analyst

RECEIVED
DEC 2 1936
FOR FILING

281

December 1, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1805 for the construction of the Upper Tumalo Section of the Tumalo Falls-Bend County Road in Deschutes County has been completed by the contractors, M. L. O'Neil & Son, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 11, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $17,016.20, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

281

June 11, 1936

Mr. S. H. Probert
O F F I C E

Dear Sir:

On November 26, 1935 the State Highway Commission approved and set up $15,000 of Federal Relief Monies for grading the county road section extending easterly from Bend to Tumalo Falls in Deschutes County.

Mr. Baldock would like to know whether or not this amount was included in the budget and the present status of the same.

Very truly yours,

Secretary

MBG:dp
CC R. H. Baldock

281-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 281-A, Upper Tumalo Section, Tumalo Falls-Bend Road, Deschutes County, was made by a representative of this office on September 22, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

C.C C C #1805

X

281

September 28, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son on Contract No. 1805 - Upper Tumalo Section in Deschutes County. This payment will be made on or after October 8, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S.H.-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEN

281

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

SEP 10 1936

OREGON

IN REPLY PLEASE REFER TO FILE NO.

September 8, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

This to refer to your letter of August 29, concerning the overrun on the Tumalo Falls-Bend County Road, Contract No. 1805.

I was over this project Saturday with Mr. Slavens for final inspection, as the work is now complete the final estimate will be in within a few days.

One of the main reasons for overrun on this project is increased classification on one of the cuts. Several things have been done to lessen quantities in several instances and in others, things have been done to better the road. For instance, a full road bed section was made on the west end of the section but Mr. Slavens states he had permission to do this from Mr. Lytle, at the time they thought this would require no additional funds. Several changes were made in the profile grade to lessen quantities. Another reason for an overrun was additional haul on borrowed materials. The original plan was to make independent borrow for certain fills. This would have to be nearly all off the right of way. It would also require a large amount of clearing. Instead of doing this however, the borrow was made on the 80 foot right of way as side borrow, which increased the haul considerable, but we have a much better road than would be obtained by independent borrow.

I talked to Mr. Cooper who made the location and he states that they rushed this survey through rather hurriedly as they were being pushed by snow, so that they probably did not go into details as much as would have been done had they had plenty of time.

When the final estimate comes in for this work I will compare the original profile with the construction profile and can possibly give you further information as to the cause of the overrun.

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

wec/e

Form 888—5M—5-36

281

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
SEP 9 1936
OREGON
HIGHWAY COMMISSION

For Week Ending Sept. 5, 1936

Section Upper Tumalo — *Kind of work* Grading

Highway Tumalo Falls-Bend County Road — *Section prefix* WPSO 281, 209-1902

Contractor M. L. O'Neil and Son — *Contract number* 1805

Date of contract Jan 10, 1936 — *Date of completion* July 31, 1936

Date work started April 13, 1936 — *Estimated date of completion* Sept. 5, 1936

Amount of contract . . . . . $ 15,842.00 — *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering $16,654.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1480.00, 8.9 % — *Date project was completed* Sept. 5, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor got a much needed rain Tuesday and Wednesday, which speeded up his finishing, and he was also able to do a better job of finishing. He completed the project on Saturday of this week, the 5th of Sept.

The engineering crew spent the week in the office working on the final records of this project.

NOTED
H. G. SMITH

Signed C. C. Slavens

Address Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.5				
Miles partially completed	3.5				
Miles completed	3.5				
Total estimated quantities	38,900				
Estimated quantities moved or placed to date	35,000				
Average daily quantities	none				
Average daily quantities necessary to complete project on time	Time expired, and job completed				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Deschutes COUNTY	Malheur COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men	7	1					8
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,
Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., 1 cat and 12 yd scraper . 1 pull blade .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear and warm	all day	Men have 130 hours in for August.
Monday	"	" "	" " " " " " "
Tuesday	rain	none	
Wednesday	"	"	
Thursday	cloudy	"	
Friday	"	"	
Saturday	clear and warm	"	

FORM S-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

281

IN REPLY PLEASE REFER TO FILE NO.

September 2nd, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Mr. M. L. O'Neil, contractor on the Upper Tumalo Section, F.A.P. No. WPSO-281, has requested an additional extension of time of ten days.

There was a large break in the irrigation canal of the Central Oregon Irrigation District, which materially affected a large number of farmers. Because of this and the appeal for large equipment, the contractor was permitted to help repair the break, requiring the movement of approximately 10,000 yards of material.

Under the circumstances, it is recommended that the additional extension of time be granted without penalty. It would be appreciated if we could have your concurrence in this extension to September 10th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
H

cc to: R. H. Baldock ✓

#1805

August 31, 1936

M. L. O'Neil & Son
Route #1
Eugene, Oregon

Gentlemen:

We have this date received from the Great American Indemnity Company, surety on the bond furnished by you in connection with your contract No. 1805, for the construction of the Upper Tumalo Section of the Tumalo Falls-Bend County Road, Deschutes County, their consent to an extension of time of ten days.

Please forward us your formal application to accompany this consent of surety, so that the matter can be presented to the State Highway Commission.

Very truly yours,

Secretary

JM:MEL

cc - Wm. E. Chandler

FORM S-A-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

281

OREGON STATE HIGHWAY COMMISSION

SALEM

August 19th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Reference is made to Resident Engineer Slavens' letter explaining certain overruns on the Tumalo Falls-Bend County Road, Contract No. 1805, F. A. Project No. WPSO 281.

Mr. Slavens' letter seems to indicate that the same care was not used in making this survey as on other surveys and that a great deal of extra haul had to be made as it was impossible to obtain borrow, and that insufficient soundings had been taken to determine the correct classification.

It is my remembrance that special instructions were issued on these county projects in order that no overruns would occur, and I fail to recall any reason why this job should not have received the customary care.

Please contact the respective engineers and make a report on these features.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-B-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

August 17, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We talked a little about your suggestion of transferring the work on the Upper Tumalo Section to Widdows or some one else. No one else is now available and Mr. Widdows has been very busy getting out specifications and routine office work. In getting acquainted with this division I have had to depend largely on him for necessary information on both maintenance and construction, and especially on maintenance as the territory of the three full time district maintenance superintendents has been changed and are each working in new territory. He has been looking after the Ochoco Dam-Mill Creek Section and Resident Engineer on the Hillstrom Brothers Construction on the McKenzie.

I thought it would be better to have Slavens complete the Tumalo Project. He has his headquarters at Odell Lake, but comes back here a day or two each week. He has two men here getting final cross sections and setting finishing stakes. Also completing records on the Prineville construction and setting right of way stakes on the Bend-Redmond project. The Tumalo job will be complete in about two weeks.

I think this is about the best plan for the present, if not satisfactory, please let me know.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

NOTED
State Highway Engineer

wec/e

Aug. 24, 1936.

COST ANALYSIS TO AUGUST 15, 1936

Tumalo Falls-Bend Co. Road, Upper Tumalo Section, Grading
Contract 1805, Prefix 209-1002.

M. L. O'Neil & Son, Contractors
C. C. Slavens, Resident Engineer

ITEM	Cost	Quantity 95%		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 4,097.80	28	Acres	146.35		$ 5,990.00
Extra Clearing & Grubbing	389.30	2.66	Acres	146.35	200.00	532.00
Trench Excavation	57.14	.88	Cu. Yd.	0.65	1.00	88.00
Common Excavation	5,012.57	33,000	Cu. Yd.	0.152	0.20	6,600.00
Solid Rock Excavation	1,487.50	1,750	Cu. Yd.	0.85	1.10	1,925.00
Overhaul	600.00	30,000	Y.S.	0.02	0.03	900.00
Truck Haul	120.00	600	Yd. Mi.	0.20	0.20	120.00
Finishing Roadbed & Slopes	377.25	1.5	Miles	251.50	200.00	300.00
18" Corr. Iron Pipe	800.90	396	L.F.	2.02	2.56	1,013.76
24" " " "	141.30	46	L.F.	3.07	3.50	161.00
	$ 13,085.76					$ 15,629.76
Wood Sold						66.65
						$ 15,696.41

Gross Revenue	$ 15,696.41
Total Cost	13,083.76
Net Profit	$ 2,612.65

Net Profit Equals 16.6% of Gross Revenue

Contract 1805

DETAILS OF COST

Labor:

Supervision (M.L. O'Neil 4½ Mo. at $200)	$ 900.00	
Labor	5,672.01	
State Industrial Accident Insurance	273.60	
Unemployment Insurance	54.72	
		$ 6,900.33

Material:

18" Corr. Iron Culvert Pipe	396 L.F. at 1.56	617.76	
18" " " " " Bands	10 Each at 2.31	23.10	
24" " " " "	46 L.F. at 2.45	112.70	
24" " " " " "	1 Each at 2.88	2.88	
			756.44

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	3,028.50	
Gas, Oil & Grease	898.18	
Explosives	548.05	
Small Tools, Supplies and Misc.	420.05	
Freight & Cartage	379.60	
Bond	152.57	
		5,426.95

TOTAL COST . . . . . $ 13,083.72

Contract 1805

REMARKS:

This contract was bid and awarded Jan. 10, 1956, but due to snow, work was not started until April 15. To Aug. 15, the work was about 97% complete. The job will be finished about Sept. 1st.

Both solid and common were excavated with two cats, one 12-yard scraper, one bulldozer and a ripper. It was necessary to drill and blast about 900 cu. yds. of solid and large boulders. A boulder formation underlying the common at a depth of about two feet made excavation rather difficult and slowed up progress.

The clearing was done practically by hand labor methods. Explosives were used to blast the larger stumps.

This is an alternate plan works program highway project and 9000 man hours were required in the performance of the contract. The contractor will use approximately 10,000 man hours or 1,000 man hours more than required as he was too anxious to use up man hours at the beginning of the job. Also more solid was encountered than anticipated which required additional labor.

E. H. Clymer
Cost Analyst

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
July 30, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

1 281

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sirs

Mr. M. L. O'Neil, contractor on the Upper Tumalo Section on the Tumalo Falls-Bend County road contract #1805, has requested an extension of time on his contract from July 31 to August 31, 1936.

Because of the late snow on this project the contractor was unable to start the project as soon as anticipated. Also more solid rock has been encountered than was anticipated. This, with the necessity of providing specified man hours to advantage has necessarily slowed up the finishing work. The traffic is very light and will not be inconvenienced by this delay.

Your concurrance in this extension of time is requested.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

#1805

281

July 18, 1936

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

Please find enclosed copy of a letter of M. L. O'Neil & son, requesting an extension of time to August 31, 1936, on their contract No. 1805, Upper Tumalo Section of the Tumalo Falls-Bend County Road.

Will you kindly advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 281

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

cR-A4pr-2602

Form P. R. 2

State Oregon

U.S. Works Program Highway

Project No. WPSO 261

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 11th day of December, 1935, a project statement, which was approved by the Secretary on the 23d day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 17th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

seventeen thousand, four hundred twenty-six and 20/100

dollars ($17,426.20) as the share of the United States payable under said act on account of [redacted] said project, which is [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935, (Include date and citation of (Public Res. No. 11, 74th Congress) act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 0+00 in the NW 1/4 of Sec. 10, T. 18 S., R. 10 E., W.M. and Survey Station 165+00 in the NW 1/4 of Sec. 7, T. 18 S., R. 11 E., W.M.

, length 3.503 miles, in Deschutes County, being [redacted] Oregon U.S. Works Program Highway project No. WPSO 281, consisting of 3.503 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted] of a mile in length; known locally as the Upper Tumalo Section of the Tumalo Falls-Bend Road.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] of said project shall not in any event exceed the sum of seventeen thousand, four hundred twenty-six and 20/100 dollars ($ 17,426.20), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] the approved total estimated cost of Section ____ of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance will be by the County of Deschutes pursuant to its agreement of January 11, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By F. J. Lowell
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPSO 281, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $17,126.20 as the total estimated cost of said project, and the sum of $17,126.20 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 16th day of June one thousand nine hundred and thirty-six.

SECRETARY OF AGRICULTURE,

By [signature]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1954 8—4839

FORM S-A-1 10M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 11, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. S. H. Probert
O F F I C E

Dear Sir:

On November 26, 1935 the State Highway Commission approved a set up $15,000 of Federal Relief Monies for grading the county road section extending easterly from Bend to Tumalo Falls in Deschutes County.

Mr. Baldock would like to know whether or not this amount was included in the budget and the present status of the same.

Very truly yours,

Secretary

HBG:dp
CC R. H. Baldock

Contract for Upper Tumalo Section of Tumalo Falls - Bend County Road awarded to M. J. O'Neil & Son on January 10, 1936. Alternate Relief Project. Estimated cost $17,400. Completion date July 31, 1936.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. WPSO Oregon 281

POST OFFICE BUILDING
PORTLAND, OREGON

April 1, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

281

March 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Upper Tumalo Section, Project No. M780 281.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 281

UPPER KUMALO SECTION OF THE

KUMALO FALLS-BEND ROAD IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 2, 1936

All Required		Clearing and Grubbing		$ 4,200.00
3	acres	Extra Clearing and Grubbing	$ 200.00	600.00
100	cu. yds.	Trench Excavation	1.00	100.00
38,000	cu. yds.	Common Excavation	0.20	7,600.00
800	cu. yds.	Solid rock Excavation	1.10	880.00
5,300	yds. sta.	Overhaul	0.03	159.00
100	yds. mi.	Truck Haul	0.20	20.00
3.5	mile	Finishing Roadbed and Slopes	200.00	700.00
550	lin. ft.	18" Corr. Iron Pipe	2.56	1,408.00
50	lin. ft.	24" Corr. Iron Pipe	3.50	175.00
		Subtotal		$ 15,842.00
		10% Engr. & Cont.		1,584.20
		Total		$ 17,426.20

Length	3.303 miles
Cost per mile	$ 4,974.65

WPSO Funds Requested- $ 17,426.20

Estimated Labor Required	11,000 man-hours
Cost of Labor	$ 6,600
Cost of Materials	$ 700

Funds for Maintenance: See agreement executed by County January 2, 1936 and by State January 11, 1936.

281

February 28, 1936

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Dear Sirs:

We are forwarding to you by express today a fully executed copy of contract #1805 awarded to you on January 10, 1936, for the grading of 3.5 miles in the Upper Tumalo Section of the Tumalo Falls-Bend County Road Highway in Deschutes County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

Maint
Hwys
County Roads

January 14, 1936

Mr. Oscar Cutler
Assistant Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am returning to you herewith five copies of the agreement with Deschutes County, covering the maintenance of the Tumalo Falls Road from a point approximately 1/4 mile east of Deschutes Forest Boundary to a point approximately 7 miles west of Bend, being a project known as FAS0 281.

All copies have been signed by the Highway Commission and are being returned to you for further disposal. I am retaining one copy pending the writing up of the minutes.

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp
Enc. 5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
JAN 14 1936

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Highway project WPSO 281, Upper Tumalo Section of Tumalo Falls-Bend county road, to M. L. O'Neil & Son, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

for

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau December 23, 1935 approved the project statement for Oregon U. S. Works Program Highway Project No. WPS 281, involving the improvement of 3.5 miles of the Tumale Falls-Bend Road between a point in Section 10, T.18 S., R.10 E., and a point in Section 7, T.18 S., R.11 E.

Very truly yours,

W. H. LYNCH
District Engineer

By T. H. Davis
Highway Engineer

281

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 17, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program project WPSO 281, the Upper Tumalo Section of the Tumalo Falls-Bend Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award of contract will be withheld pending approval of the project statement.

Copies of county agreement regarding maintenance should be submitted with the project agreement estimate.

Recommendation for approval is also conditioned upon your securing a statement from the State representative of WPA that relief labor is available for this project.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

REFERRED TO
Project
By State Highway Engineer

December 11, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed six copies of estimate to accompany plans for the Upper Tumalo Section, Project No. WPSO 281. We are likewise enclosing five copies of project statement.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MH

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 281

UPPER TUMALO SECTION OF THE

TUMALO FALLS-BEND ROAD IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 11, 1935

All Required		Clearing and Grubbing		$ 3,750.00
3	acres	Extra Clearing and Grubbing	$ 200.00	600.00
100	cu. yds.	Trench Excavation	1.50	150.00
38,000	cu. yds.	Common Excavation	0.20	7,600.00
800	cu. yds.	Solid Rock Excavation	1.00	800.00
5,300	yds. sta.	Overhaul	0.02	106.00
100	yds. mi.	Trunk Haul	0.20	20.00
3.5	mile	Finishing Roadbed and Slopes	150.00	525.00
550	lin. ft.	18" Corr. Iron Pipe	2.00	1,100.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
		Subtotal		$ 14,801.00
		10% Engr. & Cont.		1,480.10
		Total		$ 16,281.10

Length 3.503 miles
Cost per mile $ 4,647.73

WPSO Funds Requested- $ 16,281.10

Estimated Labor Required 11,000 man-hours
Cost of Labor $ 6,600
Cost of Materials $ 700

STATE Oregon

PROJECT NO. FPC 701
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 11, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Upper Tumalo Section, Tumalo Falls Road

2. Between ~~control points of official description:~~ a point in N. W. ¼ Sec. 10, T. 18 S., R. 10 E. and a point in N. W. ¼ of Sec. 7, T. 18 S., and R. 11 E. W. M.

3. Between intermediate control points if used: _____ and _____

County of Deschutes

4. Length in miles (gross) 3.5 (net) 3.5

5. Preliminary estimate of cost: Total, $16,300; section of road to be first improved, $16,300.

of which $_____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: _____
(Amount.)

_____
(Source; refer to statute.)

(*b*) County _____
(Amount.) (Source; refer to statute.)

_____

8—3078

PROJECT NO
STATE

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chapter 175, Laws 1917; Chapter 51, Laws 1920.
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: _____

_____

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: _____

_____

_____

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: _____

_____

_____

11. Additional remarks: _____

_____

_____

_____

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

_____
(Official title of Highway Department.)

By _____

As Chairman
(Title of officer.)

By _____

As Commissioner
(Title of officer.)

By _____

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—6073

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Deschutes County. Federal Classification and Number WPSD.

Name of section proposed for improvement Tumalo Falls-Bend

located between Bend

and Deschutes

National Forest Recreational Area on county road extending

from Bend

to Tumalo Falls.

Type of improvement proposed Grading

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? The road connects a National Forest Winter Sports and Summer Recreational Area with Bend

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars going to and from forest area; wood hauling, light trucks; log hauling, heavy trucks

6. Traffic density Average daily traffic 20 passenger cars, 10 light trucks, 8 heavy trucks, week-end traffic average 150 passenger cars (Estimated)

.

7. How will proposed improvement be maintained? By Deschutes County by agreement with Oregon State Highway Commission

Name of section proposed for improvement Tumalo Falls-Bend

located between Bend

and Deschutes

National Forest Recreational Area on county road extending

from Bend

to Tumalo Falls.

Type of improvement proposed Grading

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? The road connects a National Forest Winter Sports and Summer Recreational Area with Bend

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars going to and from forest area; wood hauling, light trucks; log hauling, heavy trucks.

6. Traffic density Average daily traffic 20 passenger cars, 10 light trucks, 8 heavy trucks, week-end traffic average 150 passenger cars (Estimated)

.

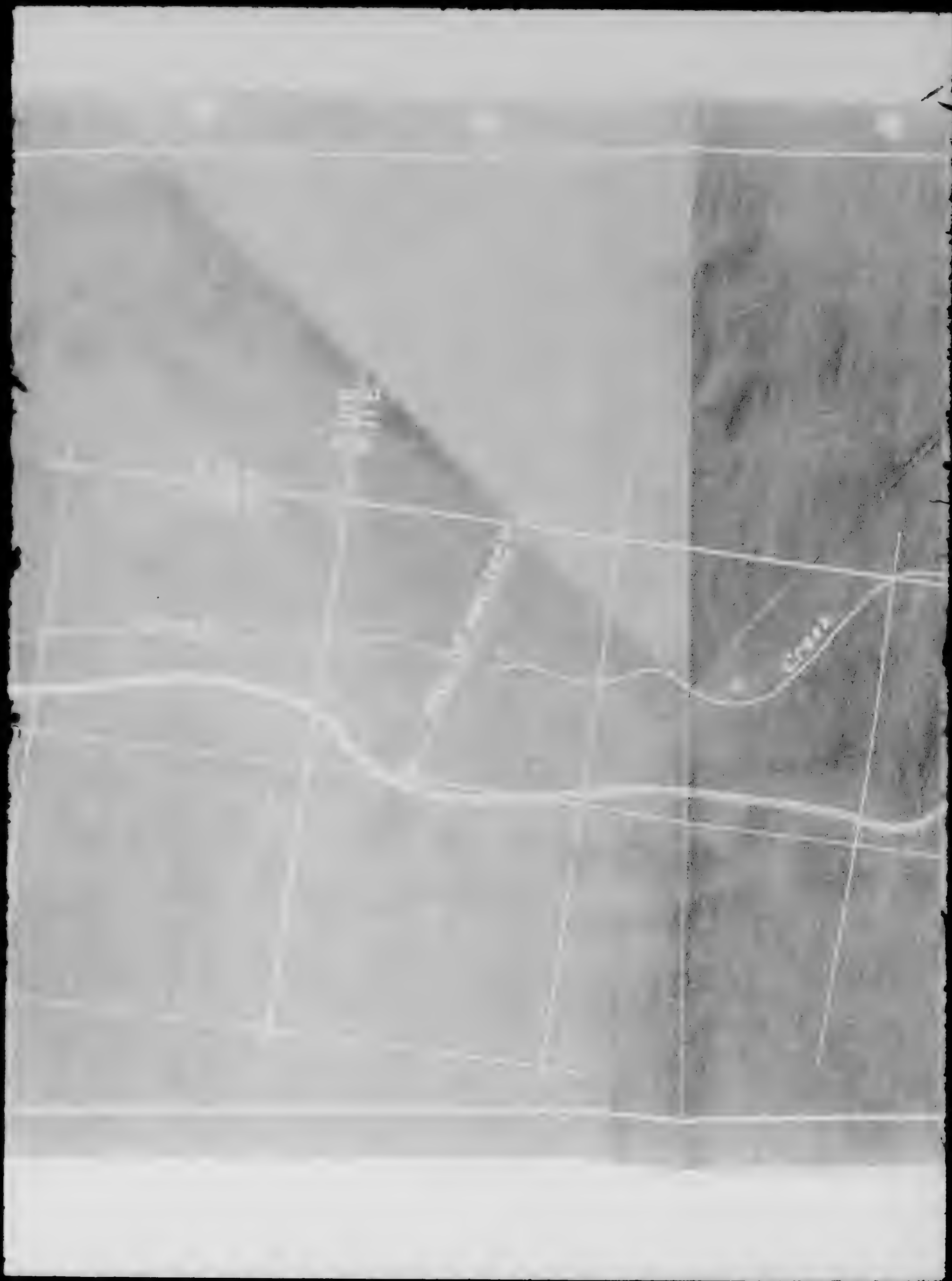
7. How will proposed improvement be maintained? By Deschutes County by agreement with Oregon State Highway Commission

.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer



251

December 10, 1935

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

At its meeting held on November 27th the State Highway Commission approved the expenditure of approximately $15,000 for the grading of a 5½-mile section of the county road extending from Tumalo Falls to Bend.

Very truly yours,

Secretary

HBQ:MHL

...PORTLAND
...ON
...RNE, EUGENE

...LAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 25, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

The question has arisen whether the Tumola Falls-Bend job was approved by the Commission as one of the jobs for the Highway Relief Program of whether it was merely ordered surveyed by the former action of the Commission. However, we have included it in the Highway Relief Program at the estimated cost of $15,000 and plans are being prepared for the grading of 5½ miles on this project.

I suggest that this be brought to the attention of the Commission so that the authorization of this project can be fully covered by the minutes.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

CONTRACT [redacted] 1805

WPGS 254 102nd Ave. O'Xing (Craig Rd.), O.W.R. & N. 1936

1806

254-C

December 31, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of requests for reduction of amount of Federal Funds for WPGH Projects 78-E, 171-A and 262-A and WPGS Projects 30-A, 197-C, 254-A and 268-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

#1806 x

RECEIVED
MAY 10 1937
FOR FILING
254

May 8, 1937

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1806 for the construction of an overcrossing over the O. W. R. R. & N. Company tracks and the grading and paving of the approaches thereto on 102nd Avenue in Multnomah County, has been completed by the contractors, Edlefsen-Weygandt Company, and that final settlement will be made by the State with said contractors for work performed under said contract on or after May 18, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $77,785.70, including the final payment. Of this amount $51.78 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1806

RECEIVED
JAN 12 1937
FOR FILING

254

January 12, 1937

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen-Weygandt Company on Contract No. 1806, for the construction of an overcrossing over the O. W. R. R. & N. Company tracks on 102nd Avenue in Multnomah County. This payment will be made on or after January 22, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

ELD RF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

254 a

December 9, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGS 254-A, 102nd Avenue (Craig Road) Overcrossing of O.W.R.& N.Ry., Multnomah County, was made by a representative of this office on November 28, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Fwn

Form 888—5M—5-36

254

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 28th. 1936, 193...

Section Overcrossing OWR & N Co. — *Kind of work* Structure, Grading, Paving

Highway 102nd. Ave. (Craig Road) — *Section prefix* 226 - 1016; WPGS 254.

Contractor Edlefsen - Weygandt — *Contract number* 1806

Date of contract Jan 10th. 1936, 193... — *Date of completion* Oct. 31st. 1936, 193...

Date work started Jan 20th. 1936, 193... — *Estimated date of completion* Same, 193...

Amount of contract . . . . . $ 77,691.00 — *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 77,691.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 2000.00, ...% — *Date project was completed* Oct. 30th. 1936, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is complete.

The semi final estimate will be completed to day and delivered to Mr. Joe Skelton Monday.

This is the final report on this project.

Signed A. B. Dean.

Address 425 SE 81st. Ave. Portland, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 23 1936
P
Y

254

Portland, Oregon
Nov. 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

We are in receipt of your letter of November 19th in which you ask about the Final Estimates on 122nd and 102nd Avenue grade separations. 268 254

These two estimates will be forwarded to your office in about a week or ten days. They have been held up because of the fact that three different jobs were ties together, due to the complicated borrow and haul from one job to another, and, therefore, c could not be "finalled" until all the jobs were complete.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock
H. G. Smith

FORM C-A-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
NOV 13 1936
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM
~~XXXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
November 4, 1936

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 5 1936

IN REPLY PLEASE
REFER TO FILE No.

254

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

At your request, I inspected the construction of the 102nd Avenue Overcrossing Project, on November 3rd, with Mr. Dean.

Clean up work around the structure was still under way by the bridge contractor, but I noticed two small items which should be fixed up by the grading contractor before acceptance, i.e.; a direction sign at Maywood Avenue should be reset and a new board provided in place of the one which has been spoiled; a bump in the oil surface at the east end of the Fargo ramp should be cut down to a smooth riding profile.

Very truly yours,

E. A. COLLINS
DIVISION ENGINEER

EAC:DP
CC Joe Skolton
A. B. Dean

R. H. Baldock

254

September 15, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, three copies of an agreement between the Oregon-Washington Railroad and Navigation Company and the State Highway Commission, covering the construction of the 102nd Avenue (Craig Road) Overcrossing, Project No. WPGS 254.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. WPGS 254

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jos

Ek-A4pr-2608

Form P. R. 2

State Oregon

U. S. Works Program Grade Crossing Project No. WPGS 254

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

L.I. [illegible] / J. T. Shelton

[illegible]

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.);

Whereas the Highway Department of said State submitted on the 14th day of October, 1935, a project statement, which was approved by the Secretary on the 28th day of October, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 26th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

ninety-four thousand, seven hundred nineteen and 90/100

dollars ($ 94,719.90) as the share of the United States payable under said act on account of [redacted] said project, which [redacted] is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4818

R. H. Baldock / J. T. Shelton

Endorsed

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 40+50.0 on NE 102nd Avenue at NE Fremont Street on the east line of Section 22, T. 1 N., R. 2 E., W.M., and Survey Station 60+50.0 on NE 102nd Avenue on the east line of Section 28, T. 1 N., R. 2 E., W.M.,

, length 0.378 of a mile, in Multnomah County, being Grade Crossing Oregon U.S. Works Program / project No. WPGS 254, consisting of 0.255 of a mile of roadway and one bridge of more than 20 feet clear span, .123 of a mile in length, known locally as NE 102nd Avenue (Craig Road) near Portland.

8—5518

R.H. Baldock / J. T. Shelton
Engineers

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of ninety-four thousand, seven hundred nineteen and 90/100 dollars ($ 94,719.90), certified to the Secretary of the Treasury as above mentioned, which [redacted] dollars ([redacted]), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the County of Multnomah pursuant to its agreement of January 6, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

[redacted] J. T. Shelton

[redacted]

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Watkins
Member, State Highway Commission
(Title of officer)

By Fil Jourdelle
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

S—5519

[redacted]

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. U. S. Works Program Grade Crossing WPGS 254, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 24,719.90 as the total estimated cost of said project, and the sum of $ 24,719.90 as the share of the United States, payable under said acts on account of such project, which [redacted] of said total estimated cost.

Done at the city of Washington, this 17th day of June one thousand nine hundred and thirty-six.

SECRETARY OF AGRICULTURE,

By R. H. Bowden
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4220

E.E. Baldock/ J. T. Shelton
Enclosure

254-A

RECEIVED
OCT

June 9, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have been requested to obtain copies of agreements between the State and railroad companies covering construction and maintenance of grade separation structures on Oregon U. S. Works Program Grade Crossing projects WPGS 30-A, 254-A, and 284-A.

Will you please send copies of the agreements in triplicate as soon as possible. At least one copy of each agreement should be signed.

Very truly yours,

W. H. LYNCH
District Engineer

R.H.Baldock/ J. I. Skelton
Enclosure

FORM 82-1 5M 3-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 20, 1934.

NOT L
State Highway Engineer

Milform-Hoggmidt Co.,
Columbia Blvd. & Calvert Avenue
Portland, Oregon.

Gentlemen:

Under date of April 17, we were advised by the Western Union Telegraph Company, that you had requested them to render their bills for line changes incident to the grade separation projects at 108nd, 122nd, and 162nd Avenues, to the State Highway Commission instead of to yourselves.

I would call your attention to the paragraph in the specifications headed "Protection of Railroad and Telegraph Companies."

The expense of patrolling telegraph lines and the amount of telegraph line which must be temporarily removed from the site is in a great measure a function of the contractor's operations, and to a considerable extent, is controlled by the care which the contractor uses in conducting his operations. It is therefore an item which, under the above cited specification, is made an obligation of the contractor rather than included in work to be done by the telegraph company and reimbursed by the state.

The cost of any permanent revision of the telegraph system is a matter which is controlled by the design of the structure, and one which the state will reimburse the telegraph company directly for.

A copy of my answer to the letter from the telegraph company is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

CC Sam Murray, M. Stephenson
R.H.Baldock J. T. Shelton
Enclosure

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 20, 1936.

Western Union Telegraph Company
Pacific Division
San Francisco, California.

Attention Mr. L. M. Hosmer

Gentlemen:

This is in reply to your letter of April 17, referring to the bill for patroling and clearance of trouble on your lines in the vicinity of N. E. 102nd Avenue (Craig Road) Portland, N. E. 122nd Avenue (Buckley Road) Portland, and N. E. 162nd Avenue (Barker Road) east of Portland.

Our contracts on each of these projects require the contractor to enter into an agreement with the railroad and telegraph company indemnifying them for any loss, damage or liability growing out of the work, and also, obligating the contractor to reimburse the telegraph company for all expenses incurred by it in employing men to patrol its telegraph lines for protection against the operations of the contractor; and in the removal of telegraph wire, poles or appurtenances necessitated by the operations of the contractor, but not including work of a permanent nature.

Under this specification, the cost of patroling telegraph lines and the cost of temporarily moving the line to clear the contractor's operations and the replacement of the line in its original position, should be billed directly to the contractor.

Where the nature of the project requires the permanent change or modification of the telegraph lines, the cost thereof should be billed to the state and is subject to reimbursement under the terms of Works Program General Memorandum No. 6.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

CC Sam Murray
B.W. Co.
R. H. Baldock
J. T. Shelton
M. Stephenson

GSP:AP

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPGS 254

POST OFFICE BUILDING
PORTLAND, OREGON

April 9, 1936

APR 10 1936
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

254-A

March 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 18th, 1936, we are enclosing herewith six copies of page two of the agreement estimate for Project No. WPGS 254-A, which page has been revised to show the correct cost for the structure.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

All Required	Rearrange Telegraph Pole Line, Automatic Signal System, Etc.	$ 868.00
All Required	Move Water System	650.00
	Subtotal	$ 69,477.00
	10% Engr. & Cont.	6,947.70
	Total	$ 76,424.70

Length of Roadwork	0.255 mile
" " Structure	0.123 "
Total Length	0.378 "
Cost per mile, Roadwork	$71,745.88

WPA Funds Requested

Roadwork	$ 18,295.20
Structure	76,424.70
	$ 94,719.90

	Roadwork	Structure
Estimated Labor Required	9,700 man-hours	26,400 man-hours
Cost of Labor	$ 6,000	$ 21,500
Cost of Materials	$ 4,000	$ 30,000

Very truly yours

Funds for Maintenance: See agreement executed by County January 6, 1936 and by State Highway Commission January 6, 1936.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
MAR 19 1936
OREGON
HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

March 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With further reference to the project agreement estimate for Oregon U.S.Works Program Grade Crossing project WPGS 254-A, the 102nd Avenue (Craig Road) Overcrossing of the O.W.R.R.& N. Co. in Multnomah County, which you submitted March 10, 1936, we find that the WPGS funds requested under "Structure" amount to only the actual estimated cost of the contract items.

In view of this and the changes to be made in accordance with your letter of March 16, 1936, we believe it would be simplest if you sent us six copies of a corrected second sheet of the estimate if you wish WPGS funds for the total amount of work to be done.

We will hold the estimate till we hear from you.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

254-A

March 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 16, 1936, with reference to the 102nd Ave.(Craig Road) Overcrossing, Project No. WPCS 254-A.

Please be advised that the correct amount for the item of "Moving Water System" is $650.00, and it is our suggestion that the agreement estimate be corrected accordingly.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict: J.W.Nash:MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with Oregon U.S.Works Program Grade Crossing project WPGS 254-A, the 102nd Avenue (Craig Road) overcrossing of the O.W.R.R.& N. Co. in Multnomah County, for which you submitted a proposed project agreement estimate March 10, 1936, this estimate contains a force account item "Move Water System - $750.00." The breakdown for this item which accompanied the P.S.& E. showed $650.00. Should this $650.00 stand, or do you intend to submit a new breakdown for the increased amount?

We will hold the estimate until we hear from you.

Very truly yours,

W. H. LYNCH
District Engineer

254

March 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the 102nd Avenue (Craig Road) Overcrossing Section, Project No. NPGS 254.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPOS 254

LOMBR AVE. (CRAWL ROAD) OVERCROSSING ON LOMBR AVE. IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1936

Roadwork

All Required		Clearing and Grubbing		$ 200.00
30	cu. yds.	Trench Excavation	$ 0.80	24.00
240	lin. ft.	12" Corr. Iron Pipe	1.20	288.00
30	lin. ft.	18" Corr. Iron Pipe	1.80	54.00
1,300	lin. ft.	Cable Guard Fence	0.78	1,014.00
300	cu. yds.	Salvaging Surfacing Materials	1.30	390.00
1,100	cu. yds.	3" - 0" Materials in Subbase and Surfacing	1.40	1,540.00
100	cu. yds.	1½" - 0" Materials in Surfacing and Shoulders	2.50	250.00
30	cu. yds.	¼" - 0" Materials in Footpaths	2.50	75.00
100	cu. yds.	Filler	0.40	40.00
100	yd. mi.	Hauling Filler	0.12	12.00
3,200	sq. yds.	Portland Cement Concrete Pavement	1.70	5,440.00
400	lins. ft.	Expansion Joints	0.15	60.00
1,600	lins. ft.	Contraction Joints	0.03	48.00
1,600	ends	Dowels	0.12	192.00
5,000	lbs.	Tie Bars and Reinforcement	0.045	225.00
100	cu. yds.	Sand Cushion	1.00	100.00
				$ 9,952.00
64,000	yd. mi.	Trunk Haul (Contract No. 1735)	0.12	7,680.00
		Subtotal		$ 16,632.00
		10% Engr. & Cont.		1,663.20
		Total		$ 18,295.20

Structures

1,610	cu. yds.	Structural Excavation	$ 2.00	$ 3,220.00
100	cu. yds.	Structural Excavation below plans	3.00	300.00
1,344	cu. yds.	Class "A" Concrete	19.75	26,544.00
700	cu. yds.	Class "D" Concrete	20.25	14,175.00
380,000	lbs.	Metal Reinforcement	0.045	17,100.00
1,650	lin. ft.	Concrete Handrail	4.00	6,600.00
				$ 67,939.00

All Required	Rearrange Telegraph Pole Line, Automatic Signal System, Etc.	$ 888.00
All Required	Move Water System	750.00
	Subtotal	$ 69,577.00
	10% Engr. & Cont.	6,957.70
	Total	$ 76,534.70

Length of Roadwork	0.255	mile
" " Structure	0.123	"
Total Length	0.378	"
Cost per mile, Roadwork	$71,745.88	

WPGB Funds Requested:

Roadwork	$ 18,295.20
Structure	67,939.00
	$ 86,234.20

	Roadwork	Structure
Estimated Labor Required	9,700 man-hours	26,400 man-hours
Cost of Labor	$ 6,000	$ 21,500
Cost of Materials	$ 4,000	$ 30,000

Funds for Maintenance: See agreement executed by County January 6, 1936 and by State Highway Commission January 6, 1936.

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 254

102ND AVE. (CRAIG ROAD) OVERCROSSING ON 102ND AVE. IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 21, 1935

Roadwork:

All Required		Clearing and Grubbing			$ 200.00
30	cu. yds.	Trench Excavation		$ 1.00	30.00
240	lin. ft.	12" Corrugated Iron Pipe		1.50	360.00
30	" "	18" " " "		2.50	75.00
1,300	" "	Cable Guard Fence		1.00	1,300.00
300	cu. yds.	Salvaging Surfacing Materials		0.90	270.00
1,100	" "	3" - 0" Materials in Subbase and Surfacing		1.50	1,650.00
100	" "	1½" - 0" Materials in Surfacing and Shoulders		1.50	150.00
30	" "	¼" - 0" Materials in Footpaths		1.50	45.00
100	" "	Filler		0.50	50.00
100	yd. mi.	Hauling Filler		0.20	20.00
3,200	sq. yds.	Portland Cement Concrete Pavement		2.00	6,400.00
400	lin. ft.	Expansion Joints		0.20	80.00
1,600	" "	Construction Joints		0.05	80.00
1,600	only	Dowels		0.20	320.00
5,000	lbs.	Tie Bars and Reinforcement		0.06	300.00
100	cu. yds.	Sand Cushion		1.50	150.00
					$11,480.00
64,000	yd. mi.	Truck Haul (Contract No. 1785)		0.12	$ 7,680.00
			Subtotal.....		$19,160.00
			10% Engineering & Contingencies		1,916.00
			Total.....		$21,076.00

Structure (Concrete Alternate)

1,610	cu. yds.	Structural Excavation		2.00	$ 3,220.00
100	" "	" "	below plans	5.00	500.00
1,344	" "	Class "A" Concrete		20.00	26,880.00
700	" "	Class "D" Concrete		21.00	14,700.00
380,000	lbs.	Metal Reinforcement		.045	17,100.00
1,650	lin. ft.	Concrete Handrail		5.00	8,250.00
					$70,650.00

Structure (Wood and Steel Alternate)

1,700	cu. yds.	Structural Excavation	$ 2.00	$ 3,400.00
100	" "	" " below plans	5.00	500.00
570	" "	Class "A" Concrete	20.00	11,400.00
640	" "	" "B" "	20.00	12,800.00
200,000	lbs.	Metal Reinforcement	.045	9,000.00
252	M-FBM	Treated Lumber	95.00	23,940.00
54,600	lbs.	Structural Steel	.05	2,730.00
1,650	lin. ft.	Composite Handrail	4.00	6,600.00
				$ 70,370.00

All Required		Rearrange Telegraph pole line, automatic signal system, etc.	$ 500.00
"	"	Gas mains and services	800.00
"	"	Move water system	750.00
"	"	Move telephone line	500.00
		Subtotal (based on low alternate)	$ 73,308.00
		10% Engineering & Contingencies	7,330.80
		Total.....	$ 80,638.80

Length of Roadwork	0.255 mile
Length of Structure	0.123 "
Total Length	0.378 "
Cost per mile, roadwork	$82,650.98

WPGS Funds Requested.....	Roadwork	$ 21,076.00
	Structure	80,638.80
		$101,714.80

	Roadwork	Structure
Estimated Labor Required	9,700 man-hours	26,400 man-hours
Cost of Labor	$6,000	$21,500
Cost of Materials	$4,000	30,000

PORTLAND GAS & COKE COMPANY
Operating Department

December 11, 1935

ESTIMATED COST OF RELOCATING GAS MAINS AND SERVICES ON ACCOUNT OF 102nd AVENUE OVERCROSSING

		AMOUNT
LAY 1750 feet 2 inch Welded Main		
Man hours labor		497
Labor cost at .69		$ 346.50
2" I.D. pipe - 1750 feet at .147		257.25
Misc. fittings and construction material		43.75
Acetylene welding and cutting		73.50
Cartage		10.25
Total		761.25
REMOVE 1700 feet 2 inch main		
Man hours labor		296
Labor cost at .69		$ 204.00
Pipe - salvage at .147	Cr.	249.90
Acetylene cutting		17.00
Cartage		17.00
Total	Cr.	11.90
EXTEND 6 services to new main		
Man hours labor		36
Labor cost at .69		$ 24.80
Pipe - 150 feet at .04		6.00
Misc. fittings and construction material		35.00
Welding and cutting		5.00
Cartage		3.50
Total		73.30
EXTEND 1" main at H. E. Parker		
Man hours labor		6
Labor cost at .69		$ 4.15
1" pipe - 25 feet at .072		1.80
Fittings and construction material		.50
Welding and cutting		.50
Cartage		.25
Total		7.20
GRAND TOTAL COST		$ 829.25
Use		$ 800.00

ESTIMATED COST OF WORK TO BE PERFORMED BY OWR & N CO. AND WESTERN UNION CO. IN CONNECTION WITH CONSTRUCTION OF THE 102ND AVE. (CRAIG ROAD) GRADE SEPARATION STRUCTURE

Guard rail, 140 lin. ft., 90# SH - 1.9 G. T. at $16.80...	$ 31.92
Contraction joints, 90# SH, 3.4 Cwt. at .20.....	.68
Tie plates, 90# SH, 6.0 Cwt. at .20.....	1.20
Rail braces, 90# SH, 60 each at .04.....	2.40
Track spikes, new, 3 Cwt. at 2.60.....	7.80
Track bolts, new, 0.24 Cwt. at 4.20.....	1.01
Nut locks new, 0.016 M. at 47.00.....	.75
Labor placing, lump.....	15.00
Use of tools, stove and other expenses.....	6.08
Contingencies.....	6.68
Cost of guard rail.....	$ 73.52
Rearrangement telegraph pole line - lump.....	$300.00
Rearrangement automatic signal system and remove old wigwag.....	385.00
Remove old crossing, cattle guards and signs.....	15.00
Flagman for protection rail traffic, lump.....	100.00
Rearrange right of way fences.....	15.00
Total cost.....	$888.52
(Use).....	$888.00

ESTIMATED COST OF MOVING WATER SYSTEM

AT 102ND ST. GRADE SEPARATION PROJECT

(Estimated cost of labor and materials of work to be performed by Water Company's Forces).

Materials.....	$ 290.00
Labor.....	400.00
	$ 690.00

ESTIMATED COST OF MOVING TELEPHONE LINES OF PACIFIC TELEPHONE AND TELEGRAPH LINES

Labor..... $500.00

254

January 23, 1936

Edlefsen-Weygandt Co.
9233 N. Calvert Ave.
Portland, Oregon

Dear Sirs:

By express we are forwarding to you a fully executed copy of contract #1806 awarded to you on January 10, 1936 for the construction of a reinforced concrete bridge over the O. W. R. & N. Company's tracks on 102nd Avenue (Craig Road), and 180' of concrete bridge connecting with Fargo Street, near Portland in Multnomah County, and the grading and paving of the approaches thereto.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:dp

January 14, 1936

Mr. Oscar Cutler
Assistant Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am returning to you herewith five copies of the agreement with Multnomah County covering the maintenance of N. E. 102nd Ave. (Craig Road) from a point 0.77 mile south of the Columbia River Highway to a point 1.15 miles south of the Columbia River Highway, being a project known as WPCS 254.

These have been signed by the Highway Commission and are returned to you for further disposal. I have retained one copy of the agreement pending the writing up of the minutes.

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp
Enc. 5

254

January 15, 1936

Edlefsen-Weygandt Company
9253 N. Calvert Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you, on Friday, January 10, 1936, the contract covering the construction of an overcrossing over the O.-W. R. R. & N. Company's tracks and 0.26 mile of grading and paving on 102nd Avenue (Craig Road) near Portland, in Multnomah County, based on your bid of $77,881.00 on Alternate "A".

You may consider this letter as your authority and our request to begin your operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate time work will begin and the number and classification of laborers needed for such work.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

EI

cc Wm. E. Chandler
Bridge Department

Form 2552

Standard
9-34-25M

UNION PACIFIC SYSTEM

OREGON - WASHINGTON RAILROAD & NAVIGATION COMPANY

RECEIVED
JAN 14 1936
OREGON

254

Portland, Oregon
January 13, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

It is my understanding that you have or will award contract for the construction of overcrossing at N.E. 102nd Ave. (Craig Road) near Portland, to Edlefsen-Weygandt Company. Will you please confirm.

I have the details in respect to this firm.

This information is requested in order to draft indemnity agreement and bond, which is contemplated by your specifications and proposal, on Page 45.

Yours truly,

S MURRAY

PS Also please advise what will be the date of the construction contract.

January 14, 1936

Mr. S. Murray, Chief Engineer
Oregon - Washington Railroad & Navigation Co.
Portland, Oregon

Dear Sir:

Replying to your letter of the 13th inst. in regard to the construction of the overhead crossing at N. E. 102nd Avenue (Craig Road) near Portland.

Bids for this project were opened by the State Highway Commission on January 10th. That of Edlefson-Weygandt, Portland, was the low bid received. The bid was in the amount of $77,891 based on alternate "A", Concrete Construction. The Commission awarded the contract of this job to Edlefson-Weygandt Company on the same day that bids were opened, namely January 10th, and that date will be used in writing up the construction contract agreements.

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Grade Separation Project WPGS 254, 102d Avenue Overcrossing near Portland, to Edlefsen-Weygandt Co., Portland, Oregon, who submitted the low bid, using Alternate A, concrete.

54

255-a

257

Very truly yours,

W. H. LYNCH
District Engineer

for

254

Jan 6, 1926

Mr Wolfang.

I am sending to you herewith 3 copies each of the following agreements between the Hyf. Commission, Inc. Co. and the O.W.R.&N. Co.,

1. Highway crossing on NE 102nd Ave (Cranford) 254
2. Highway, under-pass on NE 122nd Ave (Buckley Road) 255-a
3. Highway under-pass on NE 162nd Ave (Barker Road) 257

and a Waiver from County.

The two copies signed by the Hyf Commission are handed to you to have executed on the part of the R.R. and the County.

One fully executed copy is to be returned to me for the Commission files when so executed & complete.

J. Lewis

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

December 24, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Herewith we hand you for execution by the State Highway Commission three copies of proposed agreement between Oregon-Washington Railroad & Navigation Company, State of Oregon, and Multnomah County covering highway overcrossing on Northeast 102nd Avenue (Craig Road) in Multnomah County.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW

254

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Project No. WPGS 254, the 102nd Avenue (Craig Road) Overcrossing, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The plans have not as yet been checked by our bridge department but have been recommended for approval for advertising. Our recommendation for approval of this project, therefore, is subject to any changes that might be considered necessary after a detailed check of the plans has been made.

Approval is also conditioned upon a statement being obtained from the State Administrator, WPA, showing that relief labor is available.

Information is requested as to franchise requirements of the Portland Gas & Coke Company and the Hazelwood Water District, particularly as to the requirements relative to moving their facilities in cases of this kind.

Copies of County resolution covering maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

254

DEC 12 1935

PORTLAND GAS & COKE COMPANY
Operating Department

December 11, 1935

ESTIMATED COST OF RELOCATING GAS MAINS AND SERVICES ON ACCOUNT OF 102nd AVENUE OVERCROSSING

		AMOUNT
LAY 1750 feet 2 inch Welded Main		
Man hours labor		497
Labor cost @ .69		$ 346.50
2" I.D. pipe - 1750 feet @ .147		257.25
Misc. fittings and construction material		43.75
Acetylene welding and cutting		73.50
Cartage		40.25
Total		761.25
REMOVE 1700 feet 2 inch main		
Man hours labor		296
Labor cost @ .69		$ 204.00
Pipe - salvage @ .147	Cr.	249.90
Acetylene cutting		17.00
Cartage		17.00
Total	Cr.	11.90
EXTEND 6 services to new main		
Man hours labor		36
Labor cost @ .69		$ 24.80
Pipe - 150 feet @ .04		6.00
Misc. fittings and construction material		36.00
Welding and cutting		5.00
Cartage		1.50
Total		73.30
EXTEND 1" main at N.E. Fargo		
Man hours labor		6
Labor cost @ .69		$ 4.15
1" pipe - 25 feet @ .072		1.80
Fittings and construction material		.50
Welding and cutting		.50
Cartage		.25
Total		7.20
GRAND TOTAL COST		**$ 829.25**

Man

$ 800. ea

Portland, Oregon
October 12, 1935

Estimated cost of work to be performed by Railroad Company and Telegraph Company at State's expense, at N.E.102nd Ave (Craig Road) M.P. 7.14, Railroad Station 384 plus 71.2 to permit State to construct overcrossing viaduct.

		Salvage
Guard rail, 140 lin.ft., 90# SH 1.9 G.T. @ 16.80	$31.92	
Cont.joints 90# SH 3.4 Cwt @ .20	.68	
Tie plates, 90# SH 6.0 Cwt @ .20	1.20	
Rail braces 90# SH 60 ea @ .04	2.40	
Track spikes, new 3 Cwt @ 2.60	7.80	
Track bolts, new 0.24 Cwt @ 4.20	1.01	
Nut locks new 0.016 M @ 47.00	.75	
Labor placing lump	15.00	
Use of tools, store and other expense	6.08	
Contingencies	6.68	
Cost of guard rail	73.52	
Rearrangement telegraph pole line - lump	300.00	
Rearrangement automatic signal system and remove old wigwag	~~475.00~~	~~$90.00~~
Remove old crossing, cattle guards and signs	15.00	
Flagman, for protection rail traffic, lump	100.00	
Rearrange right of way fences	15.00	
Total cost	~~$978.52~~ $888.52	$90.00

Work to be performed by the State at its expense

Construct overcrossing, viaduct and approaches
Prepare detailed plans and specs and let contract
Construct highway detour and temporary grade crossing and remove grade crossing

Cost to be borne by County

Right or way and property damage

FORM 2010 Standard 10-31-2,500

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

S. MURRAY,
CHIEF ENGINEER

PORTLAND, OREGON
October 12,1935

OCT 16 1935

Mr.G.S.Paxson,
Acting Bridge Engineer,
State Highway Department,
Salem, Oregon

Dear Sir:

Re last paragraph of my letter to Mr.McCullough,October 8th, concerning construction of overcrossing at N.E.102nd Ave.,stating in substance that I would send you estimates of cost of work to be performed by the railroad company and telegraph company,consisting of installation of guard rail and changes in telegraph and block signal lines:

Mr.Reeves also called on us in connection with these costs and requested that they be prepared in detail. I now attach hereto a detailed estimate of such costs,amounting to $978.52 gross, with salvage of $90.

Yours truly,

S MURRAY

FORM S-A-1 5M 9-35 .

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 2nd, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. M. Devers
Attorney
O f f i c e

Dear Sir:

I hand you herewith the proposed tri-party easement agreement pertaining to the construction of an overhead crossing at N. E. 102nd Ave. (Craig Road), near Portland.

I note on "Exhibit A" that the connection to N. E. Fargo St. has not been shown. I would suggest that this be done and also the corrections mentioned by Mr. Paxson. I have indicated in white ink on "Exhibit A" the extent of this Fargo St. connecting viaduct.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: R. H. Baldock

NOTED

November 25, 1935.

NKOTEL
State Highway Engineer

Mr. J. M. Devers:

Herewith agreement with the Union Pacific Company in triplicate, covering the construction of the N. E. 102nd Avenue grade separation (Craig Road). I have read this agreement over, and have the following comment to make:

1. In Section 1 at the top of Page 2 of the agreement, it states that the crossing shall be effected "by means of a reinforced concrete bridge or viaduct".

We are revising plans on this structure, and do not yet know whether the structure across the tracks will be reinforced concrete or steel with a reinforced concrete deck. I would suggest that the wording be changed to read "by means of a reinforced concrete, or steel and concrete bridge or viaduct."

2. Reimbursement covering the cost of work which the railroad will do with their own forces can be made only in the amount and under the limitations of Memorandum No. 6 which is made a part of this agreement as Exhibit "B".

In Section 2 of the agreement it is provided that the work shall be performed in accordance with the general and detailed plans and specifications and "in accordance with said general Memorandum No. 6 (Exhibit "B" hereto)."

The method of performance and the extent of the work is covered by the plans and specifications. General Memorandum No. 6 concerns itself primarily with the basis of reimbursement for the work performed.

I would suggest that an additional paragraph be added to the agreement specifically limiting the reimbursement to the railroad to the amount which the federal government will contribute under the terms of this memorandum.

Otherwise I see no objection to the proposed Agreement.

G. S. Paxson
cc R.H.Baldock
cc H. G. Smith

FORM S-E-1 25153 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT

SALEM

November 16, 1935.

Mr. Geo. W. Buck
County Roadmaster
Portland, Oregon.

Dear Sir:

At the conference between the Highway Commission and Multnomah County it was decided to connect Fargo Street with the overcrossing structure on East 102nd Avenue by means of a ramp. The adding of this ramp entailed the complete revision of the plans already made for this structure.

Concrete construction was decided upon for this structure because of the original requirements of the federal government for direct labor on the job. These requirements have since been modified, and since new plans will necessarily have to be made, the Highway Commission has decided that the approaches to the structure should now be of treated timber. We are accordingly getting out new plans which will be submitted to you for your information very shortly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock ✓
M. Stephensen

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

254

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

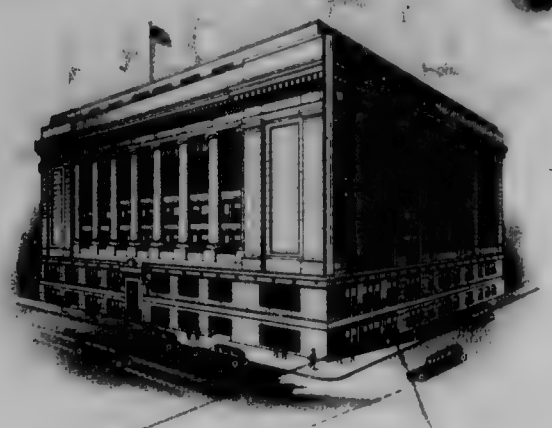
The Acting Chief of Bureau on October 28, 1935, approved the project statement for Oregon U. S. Works Program Highway Project No. WPGS 254, involving the construction of an overcrossing of the O.W.R.& N. Company tracks at Craig Road, near the city of Portland, in Multnomah County.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer



BOARD OF
COUNTY COMMISSIONERS

MULTNOMAH COUNTY

PORTLAND, OREGON

COMMISSIONERS
FRANK L. SHULL
C. A. BIGELOW
ERWIN A. TAFT

NOTED
State Highway Engineer

October 23, 1935

RECEIVED
OCT 24 1935
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem,
Ore.

Gentlemen:

Your letter of October 21st was left with us at our conference yesterday, and we are now confirming our verbal request that you submit to the Bureau of Public Roads a proposal that the contract for grade separation at 102d St. make provision for connecting Fargo St. with a suitable ramp.

Property owners on that street should have adequate connection with the proposed construction at 102d St.

Yours truly,

F L Shull

Chairman,
Board of County Commissioners

FLS AI

October 23, 1935

Mr. Ward C. Smith

Osvego, Oregon

Dear Sir:

Responding to your communication of October 15, relative to the overhead crossing on 102d Avenue, consideration is being given to this at the present time.

Very truly yours,

State Highway Engineer

RHB:HI

Oswego, Ore. Oct. 15, 1935.

State Highway Commission,

Salem, Ore.

Gentlemen;-

I have been advise that you are planning to install an overhead crossing on 102nd and that in doing so you plan to block Fargo St so that it will not be possible to turn into this street without a short hairpin turn. If this is correct I wish to make a protest against same, as it will ruin the value of my property which I own, and the only entrance in through Fargo St. Could not this crossing be changed so that a ramp could be built from Fargo St to this approwh or better still as there is not a heavy loa d on 102nd St, would it not be possible to install one of the new modern safety devices such as they are installing in the East at a lot less cost, and thus have more money to fix other roads and make them safer. I understand this railroad crossing has been approved by several states and is very inexpensive to install .

Hoping that you will consider this when making your plans for this improvement, I beg to remain,

Yours very truly,

Ward C Smith

October 21, 1938.

Mr. J. M. Devers

The following is the division of work between the OWR&N and the state for the 102nd Avenue grade separation east of Portland.

The state will build the structure complete, and will do all of the necessary grading and surfacing of the highway and of the private driveways connected with the adjoining property.

The railway company will provide such flagmen as are necessary to safeguard their operations and will do any reconstruction necessary to their signal system and to their telegraph lines.

The railway company will also place the necessary guard rail on their main line underneath the structure.

G. S. Paxson

cc R. H. Baldock
S. H. Probert
H. C. Smith

FORM S-E-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. S. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 21, 1935.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 5900
Portland, Oregon.

Dear Sir:

Some time ago you requested an estimate on a composite treated timber and concrete structure for the 102nd Avenue crossing.

We have not deemed it advisable to consider an entire structure of composite construction due to the fire hazard in that portion which spans the railroad. We have therefore made this estimate on the basis of 168 feet of concrete viaduct across the railroad and 481 feet of composite trestle approaches. For the concrete portion across the railroad, our estimate is $19,936.00, and for the 481 feet of composite trestle, we estimated $43,320.00, making a total of $63,256.00 for the structure. Adding ten per cent for contingencies, makes a total of $69,582.60. Our estimate on the same basis for the concrete viaduct, plans for which were submitted to you some time ago, totals $72,875.00, making a difference in favor of the composite approach of only $3,283.00. In view of this small difference, we feel that the concrete construction is much to be preferred.

Very truly yours,

C. S. Paxson
Acting Bridge Engineer

CSP:AP

cc mr. Baldock

October 18, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed five copies of project statement for the Craig Road Overcrossing to which has been assigned Project No. WPGS 254.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. [illegible] 254

(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) October 14, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Craig Road

2. Between control points of official description: - and -

3. Between intermediate control points if used: Overcrossing O. W. R. & N. Co. tracks at Craig and Road near City of Portland

County of Multnomah

4. Length in miles (gross) 0.5 (net) 0.5

5. Preliminary estimate of cost: Total, $ 138,000; section of road to be first improved, $ 138,000, of which $ 80,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: _____ (Amount.)

_____ (Source; refer to statute.)

(*b*) County _____ (Amount.) (Source; refer to statute.)

_____

8—5072

7. Funds for maintenance to be provided by State or County from the following
(State or county.)
sources: Chap. 173, Laws 1917; Chap. 31, Laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department.)

By

As Chairman

(Title of officer.)

By

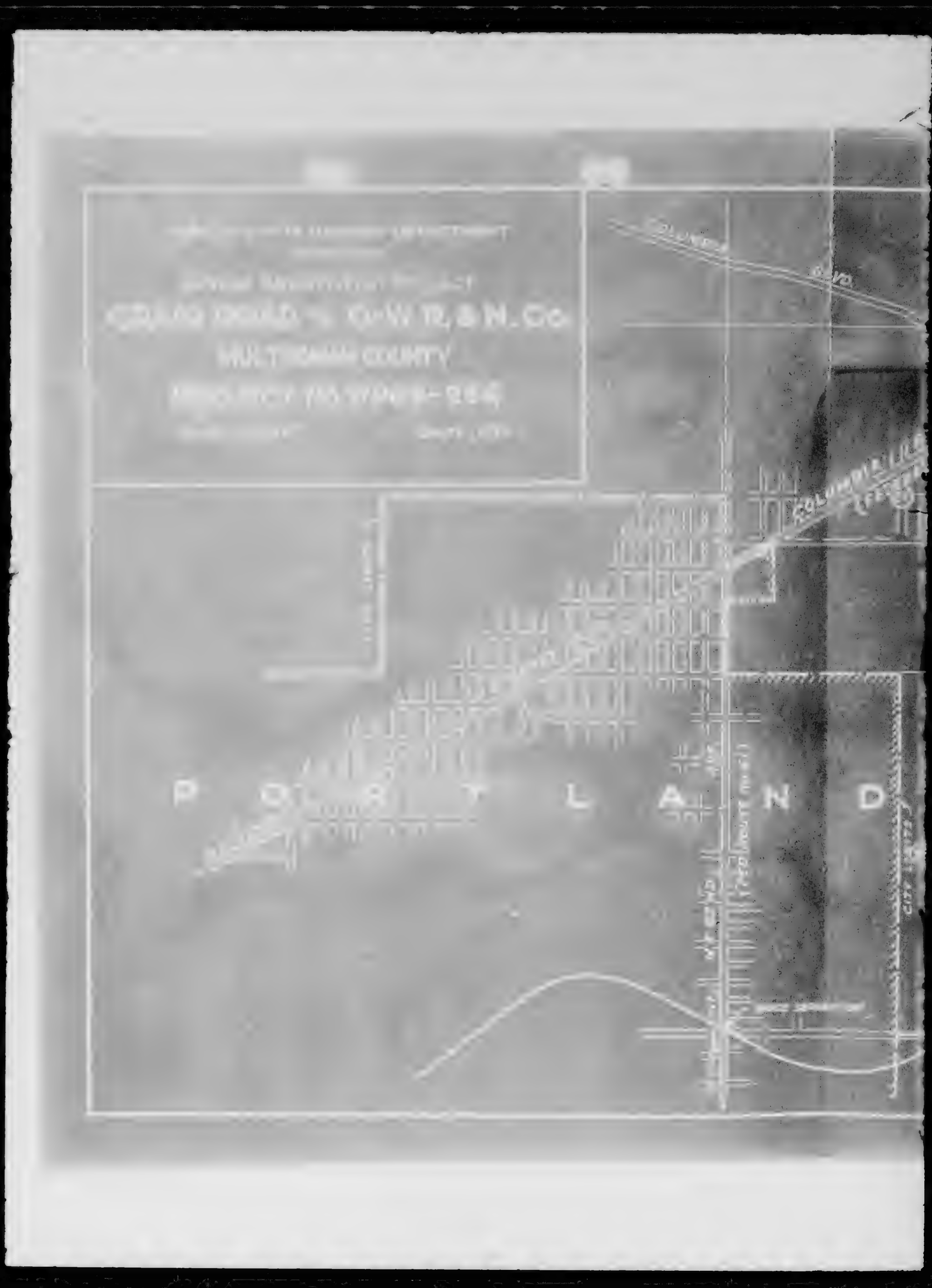
As Commissioner

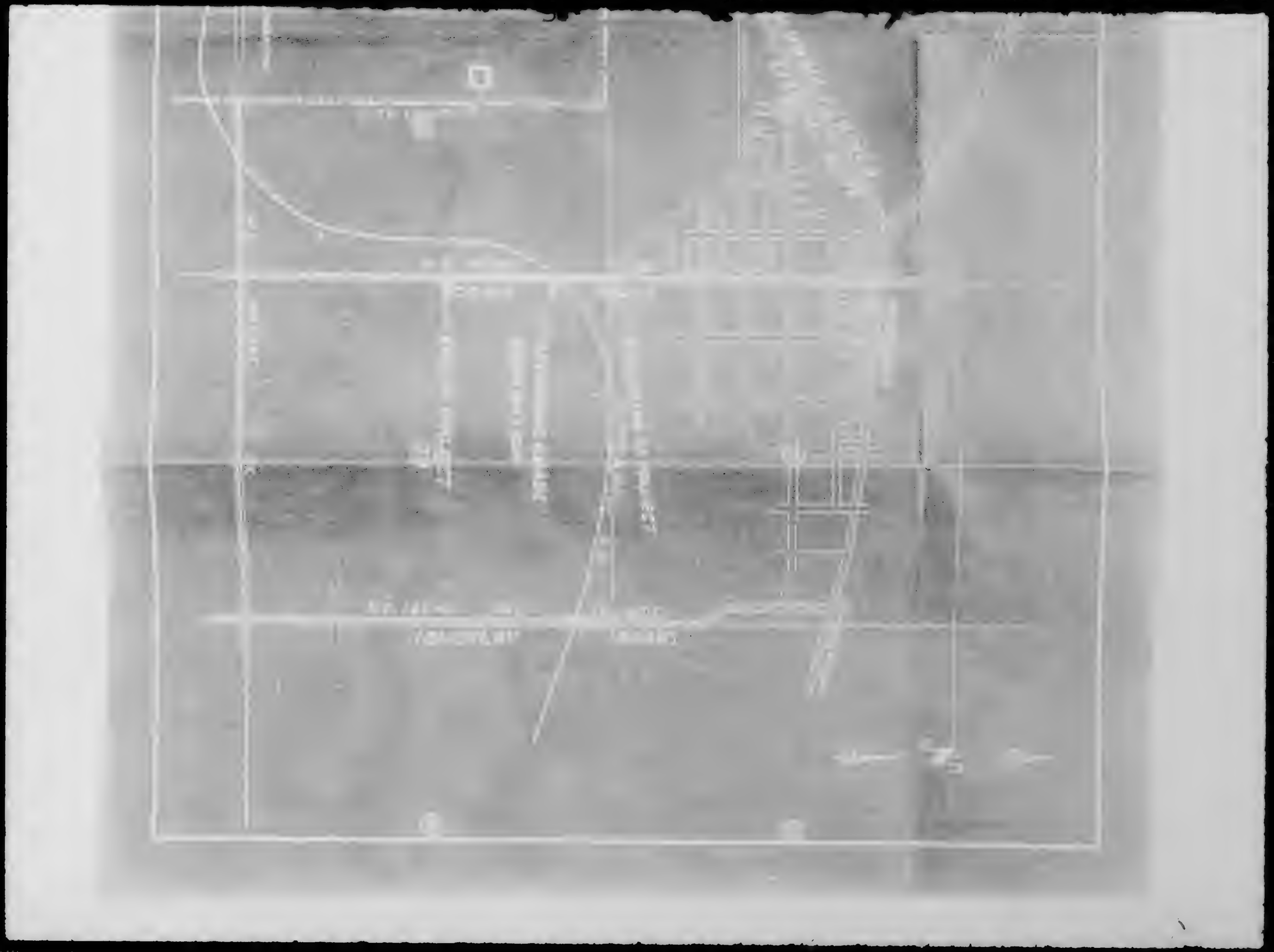
(Title of officer.)

By

As Commissioner

(Title of officer.)


P O R T L A N D



FORM S-2-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

Craig Road on
102 Ave.

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 17, 1935.

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your communication of September 14, in reference to the matter of shortening the length of viaduct on the 102nd Avenue Overcrossing of the OWR&N railroad tracks in Multnomah County.

We note that you question the economy of the viaduct length which we have adopted, to-wit, 650 feet, and suggest that an investigation be made of the possibility of replacing a portion of this viaduct structure by filled approach construction.

Before deciding upon the length of the structure adopted in the design submitted, rather careful consideration was given to the various factors involved, and we felt at the time, and still feel that it would not be the best engineering to attempt to shorten this structure.

It is true that the first cost could be decreased somewhat by replacing a portion of this viaduct structure with filled approach construction. This department, however, is very much opposed to this for the following reasons:

1. The location of the overcrossing structure lies within an area of urban development of rather substantial character, and further and more elaborate development can be expected in the future. Approach fill construction will be very unsightly, and will operate to depreciate property values and arrest development.

In this connection, permit us to point out the fact that there has been a great deal of criticism attached to the building of high approach embankments within the limits of municipalities or adjacent thereto, and we feel

that the shortening of this structure would be inconsistent with the attempt which we are making toward beautification of highways and highway construction.

3. An approach fill on the south end would block N. E. Fargo Street whereas with the viaduct structure proposed, it is a comparatively easy matter to connect this street with 102nd Avenue.

3. It is quite possible that future conditions will necessitate an extension of N. E. Klickitat Street, and also a connection between Klickitat and N. E. 102nd Avenue, both of which would be possible and feasible with a viaduct structure but exceedingly difficult with a filled approach.

It might be possible to shorten the north approach 60 or 80 feet, but we believe that the saving in first cost would be more than offset by the unsightly appearance of the structure and its deteriorating effect on property values and development in this locality.

We feel that for structures located within municipalities or in thickly settled suburbs as is the case here, consideration should be given in the design to future growth and development of the adjacent property.

We believe that any shortening of the 102nd Avenue structure, while possibly effecting some saving in first cost, would be very unwise from the standpoint of such future development. It is therefore earnestly requested that consideration be given to the approval of the plans as submitted.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
cc Mr. Baldock

August 22, 1935.

Mr. Frank H. Schilton,
Porter Building,
Portland, Oregon.

Dear Sir:

In answer to your letter of August 13th concerning the over crossing on 102nd Ave; this is to advise that as soon as the plans have been definitely completed the maps will be submitted to Mr. Buck, County Road Master for Multnomah County for the acquisition of right-of-way.

As it is particularly difficult to handle the approach to Fargo Street, we will secure Mr. Buck's recommendation before deciding upon any definite plan for the handling of Fargo.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. G. Smith
H

CC to
R. H. Baldock

LAW OFFICE OF
FRANK H. HILTON
614 PORTER BUILDING
PORTLAND, OREGON

13 August 1935

State Highway Commission,
Salem, Oregon.

Gentlemen:

I am advised indirectly that it is contemplated to put an overhead crossing on 102nd Avenue, near Fargo Street.

I own considerable property up Fargo Street, and represent a number of clients who are interested along this street, East of 102nd Avenue.

One concern in particular owns a large tract, a part of which has already been dedicated as a cemetery, and which will undoubtedly soon be a going concern.

Irreparable injury would result not only to all of the home owners along this street, but also to this company, if a wide and adequate approach is not constructed going into Fargo Street, particularly so that it will be possible to make an easy turn into 102nd Avenue with hearses.

I sincerely trust that the Commission will include in their plans, a proper approach so as to meet the absolute necessities of my clients.

Yours very truly,

Frank H. Hilton

Frank H. Hilton

RECEIVED
AUG 15 1935

FHH:R

CONTRACT# [redacted] 1807

31-1202 Elgin-Rock Creek Rock Production

1807

RECEIVED
SEP 22 1938
FOR FILING
31-12-2

September 21, 1938

Mr. M. H. Eben
Attorney at Law
Suite 1206 Porter Building
Portland, Oregon

Dear Sir:

This is to acknowledge your letter of September 20 requesting certain information in regard to Arthur A. Hardesty's contract, No. 1807, Elgin-Rock Creek Section, in Union and Wallowa Counties.

You are advised that this contract was completed some time ago and all of the records have been turned in to the Salem office. Mr. Edward Chidsey, who is now at John Day, Oregon, was the resident engineer on this project. If you care to come to Salem, you may go through the records of this job and by so doing you will be able to secure information regarding the time the plant was operated.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#1807

PHONE ATWATER 7681

ALLEN H. McCURTAIN
WILLIAM L. HARRISON
ASSOCIATES

MAURICE N. EBEN
LAWYER
SUITE 1206 PORTER BUILDING
PORTLAND, OREGON

Elgin Road
Culvert
Union
Wallowa

RECEIVED
SEP 21 1938
STATE HIGHWAY COMMISSION

September 20, 1938

Oregon State Highway Commission,
Salem, Oregon.

Re: A. A. Hardesty Job, 1807,
Elgin, Oregon.

Gentlemen:

A controversy has arisen between the surety and Howard-Cooper Corporation, respecting the period of time certain machinery rented by Howard-Cooper Corporation on the job, actually worked.

The engineer's report contains some information on this score, but I do not know who the engineer was on the job.

I would greatly appreciate information as to what the engineer's name was, and where and when he may be located in Salem, for a conference on this question.

Thanking you very kindly, I am

Yours very truly,

M. N. EBEN

MNE:AH

chief. E & A.
Federal Aid

REFERRED TO
BY SECRETARY

Engineering

RECEIVED
SEP 8 1938
FOR FILING

31-12

August 29, 1938

Mr. Maurice H. Eben,
1206 Porter Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 26 transmitting two affidavits in connection with Howard-Cooper Corporation's claims against the Medford Concrete Construction Company and Arthur A. Hardesty, for which I thank you.

In accordance with your request, I am sending to you today, by express, a certified copy of the contract and bond between Arthur A. Hardesty and the State Highway Commission covering the furnishing of crushed rock on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, Contract No. 1307.

Yours very truly,

HBG:MC

Secretary

McFarland

PHONE ATWATER 7681

ALLEN H. McCURTAIN
WILLIAM L. HARRISON
ASSOCIATES

MAURICE N. EBEN
LAWYER
SUITE 1206 PORTER BUILDING
PORTLAND, OREGON

RECEIVED
AUG 29 1938
STATE HIGHWAY COMMISSION

August 26, 1938.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

I am enclosing, herewith, two affidavits regarding Howard-Cooper Corporation claims, one on Medford Concrete Construction Company contract in Lake and Harney Counties, your #1943, and the second one on Hardesty contract on Wallowa Lake Highway, being your #1807.

Please forward to me, on behalf of Howard-Cooper Corporation, the contract and undertaking in the Elgin-Rock Creek contract #1807.

You will recall that some time ago, copy of the contract on the job in Lake and Harney Counties, 1943 ~~#1843~~, was furnished me with the request that I forward the affidavits as required by statute, which I now do to cover the request.

Yours very truly,

M. N. Eben.

MNE:DJ
Enc.

RECEIVED
SEP 8 1938
FOR FILING

31-120 2

#1807

August 29, 1938

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are in receipt of information to the effect that Howard-Cooper Corporation has a claim against Arthur A. Hardesty (amount not stated) for the rental of tools and machinery in connection with State Highway Contract No. 1807 for furnishing crushed rock in stock piles on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties.

Inasmuch as you are surety for the contractor on this job, we are passing this information on to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL
cc - Arthur A. Hardesty

M. Freeman

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, D. I. Cooper, being first duly sworn, depose and say that I am the president of Howard-Cooper Corporation.

I further depose and say that Howard-Cooper Corporation furnished, on a rental contract, certain tools and machinery to Arthur A. Hardesty, and which were used on contract #1807, known as Elgin-Rock Creek Section of Wallowa Lake Highway, and that a consideration for such rental has not been paid to Howard-Cooper Corporation.

This affidavit is made pursuant to the terms of Section 49-702, Oregon Code, for the purpose of obtaining certified copy of the contract and bond of Aetna Casualty & Surety Company, surety under said contract between Arthur A. Hardesty, and State Highway Commission.

D. I. Cooper

Subscribed and sworn to before me this 27th day of August, 1938.

Angeline Triara
Notary Public for Oregon.

My Commission Expires: 6/28/41

RECEIVED
MAR 12 1938
FOR FILING
31-1-112

March 11, 1938

HOWARD COOPER CORPORATION
Portland
Oregon

Attention Mr. D. I. Cooper, President

Gentlemen:

Reference is made to your letter of March 10, concerning the A. A. Hardesty contract, No. 1207, Elgin-Rock Creek Section in Union and Wallowa Counties.

You are advised that, according to our records, the contractor completed installing his plant about June 20, 1936, and started the production of crushed material about June 30, 1936. The contract was completed May 29, 1937, and was accepted by the Highway Commission on July 8, 1937.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#1807

D. I. COOPER, PRESIDENT
ROY E. NELSON, VICE PRES
E. C. LUNDQUIST, SECY-TREAS.

HOWARD COOPER CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S.E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
TWIN FALLS, IDAHO
SEATTLE, WASH
SPOKANE, WASH

March 10, 1938

RECEIVED
MAR 11 1938
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Subject: A. A. Hardesty, Contractor

Gentlemen:

The above subject was awarded contract #1807 known as the Elgin-Rock Creek section of the Wallowa Lake Highway. Will you be so kind as to advise us when this contract was awarded to him and, if you can, give us the following infomation: when he moved on this contract and date of completion of same.

Thanking you for this information, we are

Very truly yours,

HOWARD-COOPER CORPORATION

President

D. I. Cooper
PL

Dated March 20, 1936
Started working March 21, 1936

REFERRED TO
SECRETARY

Over if you can get this information

HHS

#1807

RECEIVED
JAN 20 1930
FOR FILING

31-17

January 19, 1930

Mr. Carl V. Mautz,
Chief Adjuster,
515 Yeon Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of January 18th concerning the claim of Gettings Garage, Elgin, in amount of $38.74 against Arthur A. Hardesty, in connection with contract No. 1807, Elgin-Rock Creek Section in Union and Wallowa Counties.

You are advised that notification has not been received from the Secretary of State regarding this claim. We would suggest that you write direct to his office for further information.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

Jan. 18, 1938

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 1807
Elgin Rock Creek Section - Wallowa Lake Highway in Wallowa County
A.A.Hardesty.

Dear Sir:

We have your letter of January 13th advising that Gettings Garage of Elgin, Oregon has filed its claim against A. A.Hardesty.

Will you please advise whether claim was filed with your office or with the Secretary of State and also advise us the date of filing of claim as that will be very material in order to determine whether this concern has filed within the Statutory time.

Thanking you in advance for this information, we are

Yours very truly,

Carl V. Mautz
Chief Adjuster

CVM V

REFERRED TO
BY SECRETARY

RECEIVED
JAN 18 1938
FOR FILING

#1807

January 17, 1938

Oregon-Washington Powder Company

Clackamas, Oregon

Attention: Stan Habenlock

Gentlemen:

Replying to your inquiry of the 14th instant in regard to the claim of W. H. Bohmenkamp Co., La Grande, against Contractor A. A. Hardesty, same being in the amount of $52, wish to say that we have searched the records of Mr. Hardesty's contracts with the State Highway Commission and fail to find any record of the above claim.

According to the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed, claimants must file notices of their claims with the Secretary of State prior to the expiration of a period of six months from date of completion of the project and acceptance of the same by the State Highway Commission. The bond can not be held responsible for claims filed subsequent to that period. However, claimants can still hold the contractor for the payment of claims.

Contract No. 1807 with A. A. Hardesty which is the Elgin-Rock Creek Rock Production Project was completed on May 29, 1937, and was accepted by the State Highway Commission on July 8, 1937. The six-months' period mentioned above has expired so inasmuch as the claim was not filed with the Secretary of State within the statutory limit the bond is automatically released from obligation and the W. H. Bohmenkamp Co. must look to Mr. Hardesty for the payment of its claim unless the surety company is willing to assume this expense.

Very truly yours,

HBG:EM

Secretary

Jan, 15, 1938

H. B. G.

Have been unable to find any record of claim of W. H. Bohnenkamp Co. against Hardesty in connection with Cont. #1807.

Have checked the correspondence against this job to be sure that it had not gone thru without my seeing it. Went back as far as October 1935 and did not find it.

J. McFarland.

Job was Completed May 29, 1937
accepted - July 8, 1937

and then the bonding co., Aetna Casualty & Surety Co., said the time limit was up and refused to pay the claim.

They have written us for information and if you can tell us whether the bonding company is within their legal rights it will be greatly appreciated.

Very truly yours,
OREGON-WASHINGTON PDR. CO.
By- Stan Hohenlohe

NRA MEMBER U.S. WE DO OUR PART

ANSWERED
H. B. G.

Telephone: Oregon City 940

W. F. Haberlach, Manager

OREGON-WASHINGTON POWDER CO.
DISTRIBUTORS
GIANT
EXPLOSIVES
Clackamas, Oregon

RECEIVED
JAN 15 1938
OREGON
STATE HIGHWAY COMMISSION

January 14, 1938

Oregon State Highway Dept.
Salem,Oregon

Gentlemen:

One of our dealers, W.H. Bohnenkamp Co. of La Grande, has a $52.00 claim against A.A. Hardesty's Elgin-Rock Creek Section rock production job. Through some misunderstanding they did not file their claim until recently and then the bonding co.,Aetna Casualty & Surety Co., said the time limit was up and refused to pay the claim.

They have written us for information and if you can tell us whether the bonding company is within their legal rights it will be greatly appreciated.

Very truly yours,
OREGON-WASHINGTON PDR. CO.
By- Stan Haberlach

NRA
WE DO OUR PART

ANSWERED
H. B. G.

#1807

RECEIVED
JAN 14 1938
FOR FILING
31-1-2

January 12, 1938

Gettings Garage

Elgin, Oregon

Attention: E. C. Gettings

Gentlemen:

In reply to your inquiry of December 29, 1937, wish to advise that the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are agents with offices in the Yeon Building, Portland, Oregon, wrote the bond that was furnished by A. A. Hardesty in connection with his contract for furnishing crushed rock in stock piles for the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Wallowa County.

Inasmuch as you have been unable to secure satisfaction from the contractor, I would suggest that you make demands on the surety who wrote the bond furnished by the contractor in connection with this job. We will also notify the bonding company of your claim.

As a further protection for your claim, I would suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

MM

Secretary

January 13, 1938

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has received a notice from the Gettings Garage, Elgin, Oregon, advising of its claim against A. A. Hardesty in connection with his contract for furnishing crushed rock in stock piles for the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Wallowa County, Contract No. 1807.

This information is being sent to you inasmuch as you appear surety on the bond furnished by Mr. Hardesty in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - A. A. Hardesty
236 N. E. 79th St.
Portland, Oregon

GETTINGS GARAGE

E. C. GETTINGS, Prop.

GENERAL REPAIR WORK, ACCESSORIES FOR ALL MAKES OF AUTOMOBILES

STORAGE BATTERIES TESTED AND RECHARGED

TIRES AND TUBES ALL WORK GUARANTEED OXY-ACETYLENE WELDING

Elgin, Ore., [illegible] 193[illegible]

M [illegible]

P. M. B. CO.

[illegible] section with State Highway Commission Contract No. [illegible] for furnishing crushed rock in stock piles on the Elgin-Rock Creek Rock Production Project in Union and Wallowa Counties.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

AM

RECEIVED
JAN 13 1938
FOR FILING

#1807

January 12, 1938

Honorable Earl Snell
Secretary of State
O F F I C E

Dear Sir:

This acknowledges receipt of your letter of January 7, 1938, with attached copies of notice of claim which has been filed by the State Unemployment Compensation Commission against the bond taken from A. A. Hardesty in connection with State Highway Commission Contract No. 1807 for furnishing crushed rock in stock piles on the Elgin-Rock Creek Rock Production Project in Union and Wallowa Counties.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

AM

Secretary

January 12, 1938

Aetna Casulaty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received, from the Secretary of State, copies of the claim of the State Unemployment Compensation Commission against the bond taken from A. A. Hardesty in connection with his contract for the furnishing of crushed rock in stock piles on the Elgin-Rock Creek Section of the Wallowa Lake Highway, Contract No. 1807. The claim is in the amount of $72.48 and is for contributions due the State Unemployment Compensation Turst Fund.

A copy of this claim is inclosed for your information inasmuch as you appear as surety on the bond furnished by A. A. Hardesty in connection with this job.

Very truly yours,

AM Secretary

cc - A. A. Hardesty
236 N. E. 79th Ave.
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

January 7, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim for $72.48 against the bond taken from A. A. Hardesty, principal, and Aetna Casualty & Surety Company, surety, for work on the Elgin-Rock Creek section of the state highway, which was filed in this office today by the State Unemployment Compensation Commission. 1807

Please acknowledge receipt of the copies.

Yours very truly,

Earle Snell

Secretary of State

S:FM
encs. 3

COPY

NOTICE OF CLAIM AGAINST BOND

January 6, 1938.

State of Oregon

Earl Snell, Secretary of State

Notice is hereby given that the State Unemployment Compensation Commission has a claim for contributions due the State Unemployment Compensation Trust Fund in the sum of $72.48 against the bond taken from A.A. Hardesty and the Aetna Casualty & Surety Company for the furnishing of crushed rock in stock piles to the State Highway Commission on the Elgin-Rock Creek rock production project.

STATE UNEMPLOYMENT COMPENSATION COMMISSION

By D. A. Bulmore
Administrator

Endorsed: File No. 2752
Filed January 7, 1938
EARL SNELL,
Secretary of State

#1807

RECEIVED
JAN 8 1938
FCC

31-1202

January 7, 1938

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Honorable Earl Snell, Secretary of State, advising that H. F. Reed has filed a claim against the bond taken from A. A. Hardesty in the amount of $25 for rental of bulldozer and wages for driver in connection with the furnishing of crushed rock in stock piles for the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear surety on the bond furnished by A. A. Hardesty in connection with this job.

Very truly yours,

AM [illegible] Secretary

cc - A. A. Hardesty
236 N. E. 79th Ave.
Portland, Oregon

January 7, 1938

Honorable Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of January 5 with attached copies of notice of claim which has been filed by H. F. Reed against the bond taken from Arthur A. Hardesty in connection with State Highway Commission Contract No. 1807 which was awarded to Mr. Hardesty for furnishing crushed rock in stock piles for the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

AM

Secretary

COPY

JESSE CRUM

Lawyer

Elgin, Oregon

December 27th, 1937.

Arthur A. Hardesty, DR.

The Aetna Casualty and Surety Co.,

Portland, Oregon,

- to -

H. F. Reed, - - - - - - - - - CR.

Elgin, Oregon.

* *

1937.
June. To rental on Bull-Dozer and wages for driver covering 11 hours in clearing highway at the rock crusher plant location of A. A. Hardesty under Contract No. 1807 State Highway Commission, some 9 miles East of Elgin, Union County, Oregon.

$25.00

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

January 5, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by H.F. Reed for $25.00 against the bond taken from Arthur A. Hardesty, principal, and Aetna Casualty & Surety Company, surety, for work on State Highway contract No. 1807, which was received and filed in this office on December 29th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

RECEIVED
JAN 6 1938
FOR FILING

31-1202

January 6, 1938

Mr. Carl V. Hauts,
Chief Adjuster,
515 Yeon Building,
Portland, Oregon.

Dear Sir:

In response to your inquiry of January 5th you are advised that we have no record in this office of a claim having been filed by W. H. Bohnenkamp, La Grande, against Arthur A. Hardesty, in connection with Contract No. 1807, Elgin-Rock Creek Section in Union and Wallowa Counties.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF

ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

Jan. 5, 1938

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract 1807
Elgin Rock Creek Section
on Wallowa Lake Highway in Union
and Wallowa Counties
AA. Hardesty

Dear Sir:

Will you please advise us whether W.H.Bohnenkamp of LaGrande Oregon has filed a claim with the Secretary of State against our bond on this contract.

Thanking you in advance for this information, we are

Yours very truly,

Carl V. Mautz
Chief Adjuster.

CVM V

#1807- Elgin-Rock Creek Sect
Wallowa Lake Hwy, Union & Wallowa

#1807

RECEIVED
DEC 15 1937
FOR FILING
31-1207

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

December 10, 1937

Firm No. 40474

Mr. Carl V. Mautz,
Attorney at Law,
The Aetna Casualty & Surety Co.,
313 Yeon Building,
Portland, Oregon.

Dear Sir: Re: A. A. Hardesty

The indebtedness of A. A. Hardesty to the State Industrial Accident Commission was the subject of some correspondence between yourself and the Commission approximately a month ago. Since that time the Commission's attorney, Mr. Lester A. Stark, has made at least two attempts to see you but he has been unsuccessful.

Hardesty owes the State Industrial Accident Fund $638.07 on audits of his payroll to May 31, 1937 and notice of his indebtedness has been filed with the Secretary of State.

Your last letter to the Commission stated that you had discussed the matter with Attorney Yeager and would advise the Commission as to the position of the Aetna Casualty & Surety Company shortly. Please inform us just what your company proposes to do in this matter.

Very truly yours,

Robt. V. Brennan

ROB'T BRENNAN

Assistant to Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

RB:ht

NOTED
H. E. CARVER

COPY

REFERRED TO
W. Fairchild
BY SECRETARY
mda + file

FORM 10 10M 6-37

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

#1807

RECEIVED
NOV 12 1937
FOR FILING
31-1202

November 10, 1937

Hon. Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of November 9, enclosing three copies of a notice of claim by La Grande Iron Works against Arthur A. Hardesty for labor and materials performed and furnished in connection with the State Highway Contract for the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties.

We are today forwarding copies of this notice of claim to the contractor and to the surety on his bond, the Aetna Casualty & Surety Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

November 10, 1937

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Resident Agents
Keen Building
Portland, Oregon

Gentlemen:

We have today received notice from the Secretary of State of a claim filed by La Grande Iron Works in the amount of $65.28 against Arthur A. Hardesty in connection with State Highway Contract No. 1807 for the furnishing of crushed rock in stock piles on the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties.

We are sending you a copy of this notice of claim since you are named as surety on the bond furnished by the contractor, to whom also we are sending a copy.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[redacted]

cc - A. A. Hardesty
256 N. E. 79th Ave., Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 10 1937
OREGON
STATE HIGHWAY COMMISSION

November 9, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by La Grande Iron Works for $63.28 against the bond taken from Arthur A. Hardesty, principal, and The Aetna Casualty & Surety Co., surety, for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, which was received from Green & Hess, Attorneys, La Grande, Oregon, and filed in this office.

Please acknowledge receipt of the copies.

Yours very truly,

Earle Snell

Secretary of State

S:FM
encs. 3

COPY

La Grande, Oregon

November 4, 1937.

To Oregon State Highway Commission,

Salem, Oregon.

Notice is hereb, given that the undersigned La Grande Iron Works has a claim for labor and materials in the sum of $63.28 against the bond taken from Arthur A. Hardesty as principal, and The Aetna Casualty & Surety Co., as surety for the work of furnishing 13,000 cubic yards of crushed rock in stock piles for the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, Oregon.

LA GRANDE IRON WORKS

By J. E. Fitzgerald

Manager.

#1807

RECEIVED
NOV 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

31-1202-1

November 5, 1937.

Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:- Re: La Grande Iron Works
vs. Arthur A. Hardesty $63.28.

We enclose herewith notice of claim for labor and materials in the sum of $63.28 against the bond taken from Arthur A. Hardesty as principal and The Aetna Casualty & Surety Company as surety, on behalf of our client, the La Grande Iron Works.

COPY

Very truly yours,

Green & Hess,

By R. J. Green.

RJG/L
Enc.
cc State Highway
Commission.

La Grande, Oregon
November 4, 1937.

To Oregon State Highway Commission,
Salem, Oregon.

Notice is hereby given that the undersigned La Grande Iron Works has a claim for labor and materials in the sum of $63.28 against the bond taken from Arthur A. Hardesty as principal and The Aetna Casualty & Surety Co., as surety for the work of furnishing 13,000 cubic yards of crushed rock in stock piles for the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, Oregon.

LA GRANDE IRON WORKS
By J. E. Fitzgerald
Manager.

#1807

RECEIVED
NOV 5 1937
FOR FILING

November 3, 1937

Green & Hess, Lawyers
First National Bank Bldg.
La Grande, Oregon

Gentlemen:

As per your request of November 1, 1937, I am today sending you a certified copy of the contract and bond of Arthur A. Hardesty for furnishing 13,000 cu. yds, crushed rock in stock piles for the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, contract No. 1807.

Contract No. 1807 was completed on May 29, 1937 and was accepted by the Highway Commission on July 8, 1938.

Very truly yours,

AM

Secretary

REFERRED TO
SECRETA

H. L. HESS

LAW OFFICES OF
GREEN & HESS
FIRST NATIONAL BANK BLDG.
LA GRANDE, OREGON

November 1, 1937.

RECEIVED
NOV 2 - 1937
WILSON
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Oregon.

Gentlemen:- Re: La Grande Iron Works vs.
A. A. Hardesty.

We enclose herewith application and affidavit, and would request a certified copy of the contract and bond of the above named contractor covering work performed by him while operating in the vicinity of the Minam hill in Union and Wallowa Counties, Oregon. I believe this job was finished sometime last spring.

Will you please also advise us the date the contract was completed and the date the same was accepted by the State Highway Commission?

Very truly yours,

Green & Hess,
By R J Green

RJG/L
Enc. 1

Completed Nov 29, 1937
Accepted July 8, 1938

AFFIDAVIT AND APPLICATION OF
LA GRANDE IRON WORKS FOR CERTIFIED
COPY OF CONTRACTOR'S BOND.

State of Oregon,)
(SS.
County of Union,)

I, J. E. Fitzgerald, being first duly sworn, on oath say:-

I am the manager of the La Grande Iron Works of La Grande, Oregon; that I know of my own knowledge that the La Grande Iron Works furnished labor and materials for the prosecution of a contract for the construction, alteration and repair of a highway near the Minam Hill in Union and Wallowa Counties, Oregon by A. A. Hardesty. On behalf of the La Grande Iron Works of La Grande, Oregon, affiant hereby makes application for a certified copy of the contract and bond of said contractor A. A. Hardesty for work performed on said contract.

J. E. Fitzgerald

Subscribed and sworn to before me this 1st day of November, 1937.

Joe Girem
Notary Public for Oregon,

My Commission Expires: July 17, 1939.

RECEIVED
OCT 27 1937
FOR FILING
31-1402

October 27, 1937

Union Oil Company of California
926 West Sprague Avenue
Spokane, Washington

Attention: Mr. T. J. Fahey

Gentlemen:

We are in receipt of your letter of October 25, requesting information concerning the operations of Mr. A. A. Hardesty in performance of the work on Contract No. 1807.

The actual date upon which Mr. Hardesty closed his plant, according to our records, was January 5, 1937. However, due to adverse weather conditions and breakdowns in the plant, very little work was performed during November and December of 1936. Mr. Hardesty resumed operations on April 19, 1937, although very little work was performed during the first two weeks.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
OCT 26 1937
OREGON
STATE HIGHWAY COMMISSION

MAIN 3266

926 W. SPRAGUE AVENUE
Spokane, Wash.

October 25, 1937

Oregon State Highway Commission
Salem
Oregon

Attn: Mr. F. H. Cobert, Office Engineer

Dear Mr. Cobert: Re: A. A. Hardesty, State of Oregon
Contract #1807

In order to clear up with Mr. Hardesty a point which he is questioning, we would appreciate, if your records contain it, the following information:

(1) The date Mr. Hardesty shut down around the first of 1937 because of weather conditions. Jan 5. 1937 ~~Oct 24, 1936~~

(2) The date he again commenced work on this contract. ~~April 5, 1937~~ April 19

Your cooperation in this matter will be greatly appreciated.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

W. J. Fahay

WSN:VB District Credit Supervisor

#1807

RECEIVED
OCT 20 1937
FOR FILING
31-1202

October 26, 1937

Mr. Carl V. Mautz,
Chief Adjuster,
515 Yeon Building,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of October 25th in which inquiry is made concerning final payment to Arthur A. Hardesty in connection with Contract No. 1807, Elgin-Rock Creek Section in Union and Wallowa Counties.

You are advised that the final estimate voucher covering this payment was mailed to Mr. Hardesty on July 2nd, 1937, and has not been returned. We have the assignment on file and as soon as the signed voucher has been returned it will be put in line for payment. We are writing Mr. Hardesty about the matter to day.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1807

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF

ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

RECEIVED
OCT 26 1937
OREGON
STATE HIGHWAY COMMISSION

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

October 25, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Elgin Rock Creek Project
Union and Wallowa Counties
State Highway Contract No. 1807
A. A. Hardesty, Contractor

Dear Sir:

We have been expecting to receive final payment on this contract of $665.33 and are wondering what is holding it up. Will you please advise?

Yours very truly,

Carl V. Mautz
Chief Adjuster.

CVM:M

July 2, 1937 out for Sig

RECEIVED
OCT 25 1937
FOR FILING
31

October 21, 1937

Hon. Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of October 20, enclosing three copies of a notice of claim by Geo. F. Price, contractor, in the amount of $100.00, against Arthur A. Hardesty, for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, State Highway Commission Contract No. 1807.

We are forwarding copies of this notice of claim to the contractor and to the surety on his bond, the Aetna Casualty and Surety Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL.

October 21, 1937

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State notice of a claim by Geo. F. Price against Arthur A. Hardesty, for $100.00, for work done on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, being State Highway Contract No. 1807.

We are enclosing for your information a copy of this notice of claim, inasmuch as you are named surety on the bond furnished by the contractor, to whom also a copy is being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

cc - Arthur A. Hardesty

COPY

CLAIM NOTICE

TO THE STATE OF OREGON,

Salem, Oregon.

NOTICE is hereby given, that the undersigned, GEO. F. PRICE, CONTRACTOR, of Dayton, Washington, has a claim for rental for the use of his compressor, by ARTHUR A. HARDESTY, in the sum of ONE HUNDRED (100.00) Dollars, against the bond taken from the said ARTHUR A. HARDESTY, principal and AETNA CASUALTY & SURETY COMPANY as surety, for the use of said road construction machinery on the ELGIN-ROCK CREEK section of the Willowa Lake highway, in Union and Willowa Counties, Oregon, which contract was finished and accepted on or about May 20th 1937. That no part of said claim has been paid.

Dated September 30th, 1937.

GEO. F. PRICE, CONTR CTOR

By Geo. F. Price
Manager

Endorsed: File No. 2706
Filed October 20, 1937
EARL SNELL, Secretary of State

RECEIVED
OCT 21 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 20, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Geo. F. Price, contractor, for $100.00 against the bond taken from Arthur A. Hardesty, principal, and Aetna Casualty & Surety Company, surety, for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, which was received from R. M.Sturdevant, Attorney, 308 E. Main, Dayton, Washington, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earle Snell
Secretary of State

S:FM
encs. 3

#1807

RECEIVED
OCT 20 1937
FOR FILING

October 18, 1937

Mr. R. M. Sturdevant
Attorney-At-Law
308 E. Main
Dayton, Washington

Dear Sir:

This acknowledges your letter of the 15th instant transmitting notice in triplicate of the claim of George F. Price against Arthur A. Hardesty, contractor for the furnishing of crushed rock in stock pile for the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, State Highway Contract No. 1807, I note this claim is in the amount of $100 and is for rental of a compressor.

According to Chapter 280, Oregon Laws of 1931, notice of your claim should have been filed with the Secretary of State in order to hold the bond responsible and liable for the claim subsequent to the expiration of a period of six months from date of completion of the project.

I am forwarding to the contractor and the surety on the bond two of the copies of the claim that were inclosed in your letter. The third one I am retaining for the Commission's records and files. Accordingly, I would suggest that you file a new claim with the Secretary of State in order to conform to the statute.

Very truly yours,

HBG:AM

Secretary

October 18, 1937

Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a notice of a claim of George F. Price against Arthur A. Hardesty, same being in the amount of $100 for rental of a compressor used by Mr. Hardesty in connection with his contract for the furnishing of crushed rock in stock pile for the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, State Highway Contract No. 1807.

This information is furnished you inasmuch as you appear surety on the bond furnished by Mr. Hardesty in connection with this contract.

Very truly yours,

HBG:AM

Secretary

cc - Arthur A. Hardesty
236 N. E. 79th Avenue
Portland, Oregon

OFFICE COPY

CLAIM NOTICE

TO THE STATE OF OREGON,

Salem, Oregon.

NOTICE is hereby given, that the undersigned, GEO. F. PRICE, CONTRACTOR, of Dayton, Washington, has a claim for rental for the use of his compressor, by ARTHUR A. HARDESTY, in the sum of ONE HUNDRED (100.00) Dollars, against the bond taken from the said ARTHUR A. HARDESTY, principal and AETNA CASUALTY & SURETY COMPANY as surety, for the use of said road construction machinery on the ELGIN-ROCK CREEK section of the Willowa lake highway, in Union and Willowa Counties, Oregon, which contract was finished and accepted on or about May 20th 1937. That no part of said claim has been paid.

Dated September 30th, 1937.

GEO. F. PRICE, CONTRACTOR

By G. F. Price

Owner.

R. M. STURDEVANT
ATTORNEY-AT-LAW
308 E. MAIN
DAYTON, WASHINGTON

RECEIVED
OCT 18 1937
OREGON
STATE HIGHWAY COMMISSION

October 15, 1937.

#187

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Please find enclosed herewith Claim Notice of Geo. F. Price cs. the Aetna Casualty & Surety Company, sureties of Arthur A. Hardesty on Elgin Rock Creek Section of the Willowa Lake Highway.

If these claims do not fully comply with your requirements to protect Mr. Price on his lien, will you kindly inform me so that we may have a regular order, as the six months in which to present claims will expire on November 20th, 1937.

Whether or not the copy of claim is furnished by the Highway Department to surety or furnished by the claimant, I am not certain, but in Washington we furnish the extra copies and they in return are sent out by the Highway Department.

Thanking you for your attention in the matter, I am

Very truly yours,

R. M. Sturdevant.

RMS/MCL.
Encl.

ANSWERED
H. B. G.

#1807

RECEIVED
SEP 30 1937
FOR FILING

3/-12

September 30, 1937

Hon Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of September 28 enclosing three copies of a notice of claim by Wentworth & Irwin, Inc., for $2,968.86, against the bond taken from A. A. Hardesty, principal, and Aetna Casualty & Surety Company, surety, for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, being State Highway Contract No. 1807.

Copies of this notice are being forwarded by us to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 29 1937
OREGON
STATE HIGHWAY COMMISSION

September 28, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of the notice of claim by Wentworth & Irwin Inc. for $2968.86 against the bond taken from A. A. Hardesty, principal, and Aetna Casualty & Surety Company, surety, for work on the Elgin-Rock Creek Section of theWallowa Lake Highway, which was received from Will H. Masters, Attorney, Yeon Building, Portland, Oregon, and filed on September 11th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

To the Secretary of the State of Oregon:

NOTICE IS HEREBY GIVEN that the undersigned, Wentworth & Irwin, Inc., a corporation organized and existing under and by virtue of the Laws of the S tate of Oregon, has a claim for work and labor and materials furnished by one Knute Lien, which work, labor and materials furnished consisted of materials used in the construction, rental of equipment used in the construction and labor in the construction of the Elgin-Rock Creek section of the Wallowa Lake Highway, in the sum of $2968.86, against the bond taken from A. A. Hardesty and Aetna Casualty & Surety Co. for the work of constructing the Elgin-Rock Creek section of the Wallowa Lake Highway in the State of Oregon, which claim for a valuable consideration has heretofore been sold, assigned and transferred by said Knute Lien to claimant herein.

WENTWORTH & IRWIN, INC.

By CHAS. G. IRWIN
Secretary

STATE OF OREGON)
County of Multnomah) ss.

I, CHAS. G. IRWIN, being first duly sworn, say:

That I am the Secretary of Wentworth & Irwin, Inc., claimant above named.

That I have read the foregoing claim, know the contents thereof, and the same are true, as I verily believe.

CHAS. G. IRWIN

Subscribed and sworn to before me this 10th day of September, 1937.

(SEAL)

W. H. MASTERS
Notary Public for Oregon
My commission expires October 3, 1939

Endorsed: File # 2692
Filed 9/11/37
EARL SNELL
Sec. of State

#1807

RECEIVED
SEP 30 1937
FOR FILING
31-12

September 30, 1937

Hon Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

Acknowledgement is made of the receipt of your letter of September 28, enclosing three copies of a notice of claim by Howard-Cooper Corporation for $2,297.00, against the bond taken from A. A. Hardesty, principal, and Aetna Casualty & Surety Company, surety, for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Wallowa County, being State Highway Commission Contract No. 1807.

Copies of this notice of claim are being forwarded by us today to the contractor and the surety on his bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL.

September 30, 1957

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Resident Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State notice of a claim against A. A. Hardesty by Hentworth & Irwin, Inc., for $2,968.86, and another against the same contractor by Howard-Cooper Corporation, for $2,297.00, in connection with work, equipment, and materials furnished for the construction of the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, being State Highway Commission contract No. 1807.

Copies of these claims are forwarded to you herewith, inasmuch as you are named as surety on the bond furnished by the contractor, to whom also we are sending copies.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

KSL

encl-2

cc - A. A. Hardesty
236 N.E. 79th Ave.
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 29 1937
OREGON
STATE HIGHWAY COMMISSION

September 28, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Howard-Cooper Corporation for $2297.00 against the bond taken from A. A. Hardesty, principal, and Aetna Casualty & Surety Company, surety, for work on the ElginRock Creek Section of the Wallowa Lake Highway which was received and filed in this office on September 9th.

Please acknowledge receipt of the copies.

Yours very truly,

Secretary of State

S:FM
enc. 3

HOWARD COOPER
CORPORATION

307 S. E. Hawthorne Boulevard
Portland, Oregon

Secretary of State
Salem Oregon

September 8
1 9 3 7

Dear Sir:

Notice is hereby given that the undersigned, Howard-Cooper Corporation, has a claim for rental of engines and crushers along with some parts in the sum of: rentals - $2,187.50 (Two Thousand One Hundred Eighty-Seven dollars and fifty cents; parts - $109.50 (One Hundred Nine dollars and fifty cents) against the contractor A. A. Hardesty and his bond The Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, Portland, Oregon, are agents.

This equipment was used for the purpose of operating and crushing rock on contract #1807, known as the Elgin Rock Creek Section of the Wallowa Lake Highway, State of Oregon.

HOWARD-COOPER CORPORATION

By D. I. COOPER
President

D I Cooper
JR

Endorsed: File #2690
Filed 9/9/37
EARL SNELL
Sec. of State

RECEIVED
SEP 21 1937
31-1202

September 20, 1937

Mr. Louis E. Schmitt
Attorney and Counsellor at Law
1028 Corbett Building
Portland, Oregon

Dear Sir:

In compliance with the request contained in your letter of September 16, we are sending you under separate cover copy of the bond and contract, No. 1807, for the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Wallowa County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#1807

TELEPHONE: BEACON 0021

LOUIS E. SCHMITT
ATTORNEY AND COUNSELLOR AT LAW
1028 Co[illegible] & 5TH
PORTLAND, OREGON

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

September 16, 1937

State Highway Commission
Salem, Oregon

Gentlemen:

The Schmitt Construction Co. filed a claim against A. A. Hardesty, Contractor on the Elgin-Rock Creek section of the WallowaLake Highway, and I would appreciate it if you would send me a copy of the bond and contract therein.

Thanking you for past courtesies, I am

Yours respectfully,

L. E. Schmitt

LES:LM

1807 (J

REFERRED TO
BY SECRETARY

#1807

RECEIVED
SEP 4 1937
FOR FILING

Sept. 3, 1937

Howard Cooper Corporation,
307 S. E. Hawthorne Blvd.,
Portland, Oregon

Attention: Mr. D. I. Cooper,
President

Gentlemen:

This acknowledges receipt of your letter of September 2 wherein you advise us of your claim against A. A. Hardesty for rental of equipment and repairs to same arising out of his contract with the State Highway Commission covering the furnishing of crushed rock for the Elgin-Rock Creek Section of the Wallowa Lake Highway, Contract No. 1807.

You should file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, in order to hold the bond responsible and liable for the payment of your claim. I am enclosing a mimeographed copy of this law for your information. You should also file notice of your claim with the surety on the bond furnished by the contractor on this project which bond was written by the Aetna Casualty and Surety Company for whom Bates, Lively & Pearson, are the Portland representatives, with offices in the Yeon Building.

Yours very truly,

Secretary

HBG:MC

encl.

Sept. 3, 1937

Aetna Casualty and Surety Co.,
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from the Howard Cooper Corporation of Portland advising us that they have a claim against A. A. Hardesty for rental of equipment furnished, and repairs to same, in connection with State Highway Contract No. 1807 covering the furnishing of crushed rock on the Elgin-Rock Creek Section of the Wallowa Lake Highway. According to their letter, the amount due for rental is $2,187.50 and the amount of repairs is $109.50.

The above information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly,

Secretary

HBG:MC

D. T. COOPER, PRESIDENT ROY E. NELSON, VICE PRES E. C. LUNDQUIST, SECY-TREAS.

HOWARD COOPER CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S.E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
TWIN FALLS, IDAHO.
SEATTLE, WASH.
SPOKANE, WASH

RECEIVED
SEP 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

Sept. 2, 1937

Oregon State Highway Commission
Salem, Oreg.

Subject: A. A. Hardesty Claim

Gentlemen:

We wish to file our claim against A. A. Hardesty, Contractor, for rental of equipment and repairs on same on his contract No. 1807 known as the Elgin-Rock Creek section of the Wallowa Lake Highway, as per itemized statement enclosed.

If this claim is not in regular form, we kindly ask you to send us the proper forms for filing same.

Yours truly,

HOWARD-COOPER CORPORATION

D. I. Cooper
President

D. I. Cooper
PL

ANSWERED
H. B. G.

Howard-Cooper Corp.
Aug. 26, 1937

A. A. HARDESTY
236 N. E. 79th Ave.
PORTLAND, OREGON

RENTAL ACCOUNT

PD-40 McCormick-Deering Diesel Power Unit - Serial #942 SH-364

June 18, 1936	Inv.	G-4436	From 6/9/36 to 7/9/36	175.00	
July 22, 1936	"	G-5608	From 7/9/36 to 8/9/36	175.00	
Aug. 31, 1936	"	G-7160	From 8/9/36 to 9/9/36	175.00	
Sept. 21, 1936	"	G-7572	From 9/9/36 to 10/9/36	175.00	
Oct. 21, 1936	"	G-8809	From 10/9/36 to 11/9/36	175.00	
Nov. 19, 1936	"	G-9612	From 11/9/36 to 12/9/36	175.00	$1050.00

36" x 20" Badger Crushing Rolls SH-345

June 18, 1936	Inv.	G-4437	From 5/30/36 to 6/30/36	250.00	
July 22, 1936	"	G-5610	From 6/30/36 to 7/30/36	250.00	
Aug. 6, 1936	"	G-6181	From 7/30/36 to 8/30/36	250.00	
Aug. 31, 1936	"	G-7161	From 8/30/36 to 9/30/36	250.00	
Oct. 1, 1936	"	G-8255	From 9/30/36 to 10/30/36	250.00	
Oct. 28, 1936	"	G-9167	From 10/30/36 to 11/30/36	250.00	1500.00

4D-1160 125 HP Buda Diesel Power Unit D4-30 - Serial #671 SH-352

June 18, 1936	Inv.	G-4436	From 5/30/36 to 6/30/36	400.00	
July 22, 1936	"	G-5609	From 6/30/36 to 7/30/36	400.00	
Aug. 6, 1936	"	G-6182	From 7/30/36 to 8/30/36	400.00	
Aug. 31, 1936	"	G-7159	From 8/30/36 to 9/30/36	400.00	
Oct. 1, 1936	"	G-8254	From 9/30/36 to 10/30/36	400.00	
Oct. 28, 1936	"	G-9166	From 10/30/36 to 11/30/36	400.00	2400.00

Total Charges $4950.00

CREDITS

August 10, 1936	Check	412.50	
Dec. 11, 1936	Check	850.00	
Jan. 21, 1937	Check	1500.00	
	Total Credits		2762.50

RENTAL ACCOUNT BALANCE $2187.50

A. A. HARDESTY
236 N. E. 79th Ave.
Portland, Oregon

GENERAL ACCOUNT

Dec. 16, 1936 Inv. G-10299 Elgin, Oreg.					
5619A	Driving Plate Assy.	1			27.30
	For D4-30 Buda Diesel Engine				
Dec. 26, 1936 Inv. G-10667 Elgin, Oreg.					
	Cut Steel Drive Sprocket for 36 x 20 Badger Crushing Rolls	1		19.10	
	Test Shaft press off sprocket, etc.	1		6.90	26.00
Jan. 13, 1937 Inv. H-0005 Portland, Oreg.					
	$2000.00 Insurance Policy covering Fire, Theft, Transportation, Collision, etc., on 125 HP Buda Diesel Power Unit for six months from 1/5/37 to 7/5/37				17.00
Jan. 13, 1937 Inv. H-0006 Portland, Oreg.					
	$1000.00 Insurance Policy covering Fire, Theft, Collision, Transportation, etc., on PD-40 Power Unit #942 from 1/5/37 to 7/5/37				8.50
April 15, 1937 Inv. H-2057 Elgin, Oreg.					
	DE-256 Cylinder head gaskets	2	2.75	5.50	
	(For 127 HP Buda Diesel)		P.P. & Ins.	.20	5.70
May 25, 1937 Inv. H-3594 Elgin, Oreg.					
1975	Connecting Rod Bearings	2	12.50		25.00
	(For D 430 Buda Diesel #671				
			GENERAL ACCOUNT TOTAL		109.50

#1801

RECEIVED
SEP 2 1937
FOR FILING
31-1202

August 31, 1937

Hon. Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of August 26, enclosing three copies of a notice of claim by the State Industrial Accident Commission for $659.07 against A. A. Hardesty, in connection with the construction of the Elgin-Rock Creek Rock Production Project, State Highway Commission contract No. 1807.

We are today forwarding copies of this notice of claim to the contractor and the surety on his bond, the Aetna Casualty & Surety Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEK

August 31, 1937

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agent
Yeon Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by the State Industrial Accident Commission in the amount of $858.07 against A. A. Hardesty, as principal, and yourselves, as surety, for the furnishing of crushed rock in stock piles on the Elgin-Rock Creek Rock Production Project, Contract No. 1807, this claim being for contributions due the State Industrial Accident Fund.

Enclosed find a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[redacted]

cc - A. A. Hardesty

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
1937
STATE HIGHWAY COMMISSION

August 26, 1937

Oregon State Highwa y Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by the State Industrial Accident Commission for $638.07 against the bond taken from A. A. Hardesty, principal, and Aetna Casualty & Surety Co., surety, for work on the Elgin-Rock Creek Rock Production Project which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Secretary of State

S:FM
encs. 3

COPY

August 25, 1937

To: STATE OF OREGON

Earl Snell
Secretary of State

Notice is hereby given that the State Industrial Accident Commission has a claim for contributions due the State Industrial Accident Fund in the sum of $638.07 against the bond taken from A. A. Hardesty and the Aetna Casualty and Surety Company for the furnishing of crushed rock in stock piles to the State Highway Commission on the Elgin-Rock Creek Rock Production Project.

STATE INDUSTRIAL ACCIDENT COMMISSION

By A. R. Hunter
Chairman

Endorsed: File No. 2688
Filed August 26, 1937
EARL SNELL
Secretary of State

#1807

RECEIVED
AUG 27 1937
FIRM DEPARTMENT
31-1

RECEIVED
AUG 26 1937
OREGON
STATE HIGHWAY COMMISSION

A. R. HUNTER
T. MORRIS DUNNE
J. C. JOY
COMMISSIONERS

STATE INDUSTRIAL ACCIDENT COMMISSION

WORKMEN'S COMPENSATION LAW
SALEM, OREGON

FIRM DEPARTMENT
LESTER A. STARK
ATTORNEY

August 25, 1937

Firm No. 40474

Oregon State Highway Commission
Salem
Oregon

Gentlemen: Re: A. A. Hardesty.

Enclosed herewith you will find copy of Notice which I have today forwarded to the Secretary of State for filing. This notice is filed in conformity with provisions of Section 67-1101.

Very truly yours

Lester A. Stark.

LESTER A. STARK

Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

LAS:vk
Enc.

INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

FORM 69 1M 9-36

COPY

August 25, 1937

To: STATE OF OREGON

Earl Snell
Secretary of State

Notice is hereby given that the State Industrial Accident Commission has a claim for contributions due the State Industrial Accident Fund in the sum of $653.07 against the bond taken from A. A. Nardesty and the Aetna Casualty and Surety Company for the furnishing of crushed rock in stock piles to the State Highway Commission on the Elgin-Rock Creek Rock Production Project.

STATE INDUSTRIAL ACCIDENT COMMISSION

By_____ A. R. HUNTER
Chairman

RECEIVED
AUG 18 1937
FOR FILING
31-1202

August 16, 1937

Mr. Carl Mauts, Attorney
The Aetna Casualty & Surety Company
313 Ieon Building
Portland, Oregon

Dear Sir:

Reply is made to your letter of the 12th instant regarding Mr. Hardesty's contract, No. 1807, with the State Highway Commission for providing surfacing rock for the Elgin-Rock Creek Section in Union and Wallowa Counties.

The final voucher in the amount of $665.63 represents 3 per cent of the total cost of the job which totalled $22,187.70.

When a job is first started, the Highway Commission retains 15 per cent of the total amount earned each month until such 15 per cent equals 50 per cent of the total amount of the contract. The retained 15 per cent will then have reached an amount equal to 7½ per cent of the contract amount and thereafter will remain constant at 7½ per cent of the contract price. When a job is completed the Commission releases all but 3 per cent of the total amount due the contractor. This 3 per cent is retained until the field notes have been checked and the exact amount of the final payment has been determined when it is paid to the contractor on the final voucher.

From the above explanation you will understand that most of the 15 per cent retainage mentioned in your letter has already been paid to Mr. Hardesty.

The amount earned by Mr. Hardesty up to September 10, 1936, as disclosed on estimate No. 3 was $10,416.30. 15 per cent of such amount is $1,562.45. Mr. Hardesty was paid the difference, $8,853.85.

Estimate No. 4, dated October 10, 1936, reveals that Mr. Hardesty had earned a total of $12,897.65 which is more than 50 per cent of the contract price so we did not retain the full 15 per cent of such amount but simply retained 15 per cent of half of the contract price which amounts to $1,704.83 and is 7½ per cent of the total contract price. This retainage remained constant until the job was completed.

On May 29, 1937, we prepared a semi-final voucher which showed that Mr. Hardesty had earned $22,187.70. We released all of this but 3 per cent, amounting to $665.63.

No doubt you have a copy of our standard specifications and contract agreement issued on April 1, 1932. On page 16 of such book you will find the clauses relating to partial payments and retainages.

Very truly yours,

HBG:MG A.M.

Secretary

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

RECEIVED
1937
STATE HIGHWAY COMMISSION

August 12, 1937

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 1807 -Elgin-Rock Creek
Section in Union and Wallowa Counties
Arthur A. Hardesty

Dear Sir:

Your letter of July 9th indicated voucher in the amount of $665.63 covering final payment was mailed to Mr. Hardesty for his signature on July 2nd and had not as yet been returned.

Our Home Office has raised a question as to the amount of the retained percentage. The contract was in the amount of $22,731 with the retainage of 15% which would amount to $3409. We are wondering why the retainage of 15% is not available and will appreciate your advices on this point.

Yours very truly,

Carl W. Mautz
Attorney

CVM V

Total Earned $22,187.70
Final $665.63 = 3% of Job

REFERRED TO
BY SECRETARY

See me the facts
OSS

ANSWERED
H. B. G.

To Sept 10, 1936

Est. #3 - Earned $ 10,416.30
15% Ret. - $ 1,562.45
Paid - $ 8,853.85

To Oct. 10, 1936

Est. #4 - Earned - $ 12,897.65
7½% Ret. - $ 1,704.83
Paid - $ 11,192.82

To May 29, 1937

Est. #9 - S.F. Earned $ 22,187.70
3% Ret. - $ 665.63
Paid - $ 21,522.07

RECEIVED
AUG 6 1937
FOR FILING
31-12-2

6 Secretary 6

#1807

August 5, 1937

Hon. Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of August 5 enclosing three copies of a notice of claim by Oregon-Washington Powder Company for $550.75, against Arthur A. Hardesty for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Wallowa County.

We are today notifying the contractor and his surety of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

August 4, 1937

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three notices of claim by Oregon-Washington Powder Company against Arthur A. Hardesty for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in the amount of $539.75, contract No. 1807.

We are enclosing for your information and attention one of these notices, inasmuch as you are surety on the contractor's bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL.

cc - A. A. Hardesty
256 N. E. 79th Avenue, Portland

COPY

OREGON-WASHINGTON POWDER CO.

Clackamas, Oregon

August 2, 1937

TO THE HONORABLE EARL SNELL? SECY OF STATE OF THE STATE OF OREGON, AND TO THE STATE OF OREGON.

Notice is hereby given that the undersigned, the Oregon-Washington Powder Co., has a claim for explosives in the sum of Five hundred thirty nine and 75/100 Dollars ($39.75) against the bond taken from A. A. Hardesty, principal, and the Aetna Casualty & Surety Company, (Bates, Lively & Pearson, agents), surety in connection with the prosecution of the work of furnishing crushed rock on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties. An Oregon State Highway Commission Contract.

Dated at Clackamas, Oregon, August 2, 1937.

OREGON-WASHINGTON POWDER CO.

By M. F. Haberlach

Endorsed: File No 2681
Filed August 3, 1937
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 4 - 1937
STATE HIGHWAY COMMISSION

August 3, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Oregon-Washington Powder Company for $539.75 against the bond taken from A. A. Hardesty, principal, and Aetna Casualty & Surety Company, surety, for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Secretary of State

S:lm
encs 3

#1807

RECEIVED
AUG 6 1937
FOR FILING
31-12-2

August 5, 1937

Howard Cooper Corporation,
307 S. E. Hawthorne Blvd.,
Portland, Oregon.

Gentlemen:

Your letter of August 3rd which was addressed to the Secretary of State concerning the Arthur A. Hardesty contract in Union and Wallowa Counties has been referred to this office for reply.

You are advised that the contract which you refer is our No. 1807 and is known as the Elgin-Rock Creek Section of the Wallowa Lake Highway, and consisted of the furnishing of 15,000 cu. yds. of crushed rock in stock pile.

The bond furnished was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson who have offices in the Yeon Building, Portland, are resident agents. This contract was completed May 29, 1937 and was accepted by the Highway Commission on July 8, 1937.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

-#1807-

D. I. COOPER, PRESIDENT ROY E. NELSON, VICE PRES. E. C. LUNDQUIST, SEC'Y-TREAS.

HOWARD COOPER CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S.E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES AND WAREHOUSES
TWIN FALLS, IDAHO.
SEATTLE, WASH.
SPOKANE, WASH

August 3, 1937

RECEIVED
AUG 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

Secretary of State
Salem, Oregon.

SUBJECT: A. A. Hardesty, Contractor

Dear sir:

The above subject had a contract with the Oregon State Highway Department for servicing a road near Elgin, Oregon. This was completed approximately sixty days ago.

We would appreciate your advising us the number and name of this particular contract along with the name of the bonding company who gave bond for Mr. Hardesty in performance of this work, also the date of completion and acceptance of the contract.

Thank you for this information.

Very truly yours,

HOWARD-COOPER CORPORATION

President

DIC:JR

Respectfully referred to State Highway Commission

STATE DEPARTMENT

AUG 6 - 1937

REFERRED TO
BY SECRETARY

prepare answer

#1807

RECEIVED
JUL 29 1937
FOR FILING
31-1202

July 27, 1937

Hon. Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of July 25, enclosing three copies of a notice of claim (with affidavit) by Schmitt Construction Company, for $480 and $360, against A. A. Hardesty, for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, being State Highway Commission Contract No. 1807.

Copies of the notice and affidavit are being forwarded by us to the contractor and the surety on his bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL.

RECEIVED

July 27, 1937

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State copies of a notice of claim (with affidavit) by Schmitt Construction Company against A. A. Hardesty, in the amounts of $450 and $550, in connection with the rental and destruction of a Bagley Drag Line Bucket Equipment, used for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, being State Highway Commission Contract No. 1807.

Copy of this claim and affidavit is being sent you as surety on the bond furnished by the contractor, to whom also a copy is being forwarded.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

cc - A. A. Hardesty
236 N. E. 79th Ave,, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 2[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

July 23, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Schmitt Construction Co. for $450.00 and $350.00 against the bond taken from A. A. Hardesty, principal, and Aetna Casualty & Surety Company, surety, for work on the Elgin-Rock Creek Section of the Wallowa Lake Highway which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

IN RE: A. A. HARDESTY, Contractor
on Elgin-Rock Creek Section
of Wallowa Lake Highway in
Union and Wallowa Counties
Oregon

TO: State of Oregon
Oregon State Highway Commission
Salem, Oregon

NOTICE is hereby given that the undersigned, Schmitt Construction Company, has a claim for rent for the use of a Bagley Drag Line Bucket equipment, used to haul rock to the crusher, in the sum of $450.00, at the rate of $50.00 per month, commencing on the 22nd day of April, 1936, and ending on the 22nd day of January, 1937, aggregating nine months.

A further claim is made for the value of the Bagley Drag Line Bucket equipment, which was reported by said Hardesty to have been entirely consumed and destroyed beyond repair, while engaged in the prosecution of the said work, and he did not return the equipment, and the same was of the reasonable value of $350.00. Both of the above mentioned claims are wholly unpaid and are against the bond taken from A. A. Hardesty, principal, and the Aetna Casualty and Surety Co., Surety, for the work of furnishing crushed rock in stock pile, on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, Oregon.

DATED at Portland, Oregon, this 21 day of July, 1937.

SCHMITT CONSTRUCTION CO.

By George Schmitt
owner

Endorsed: File No. 2672
Filed July 23, 1937
EARL SNELL, Secretary of State

IN RE: A. A. Hardesty, Contractor on Elgin-Rock Creek Section of Wallowa Lake Highway in Union and Wallowa Counties Oregon

TO: State of Oregon
Oregon State Highway Commission
Salem, Oregon

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, George Schmitt, being first duly sworn, state:

That I am the sole owner of the Schmitt Construction Company, of Portland, Oregon. That on the 22nd day of April, 1936, one A.A. Hardesty leased from said Schmitt Contraction Company, a certain Bagley Drag Line Bucket equipment, which he used to haul rock to the crusher, in stock pile, on the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, Oregon, under a contract with the State of Oregon, by Oregon State Highway Commission. That said contract to furnish crushed rock was completed and accepted on or about the 15th day of June, 1937. That in so far as I am able to ascertain, the said A.A. Hardesty used said equipment on work for a period of nine months, ending on the 22nd day of January, 1937. That the reasonable rental value for the use of said equipment was and is $50.00 per month, aggregating $450.00, which sum is now due and owing me, and no part of which has been paid.

That on or about the 15th day of June, 1937, said A. A. Hardesty advised me that he had completed his said work and that said Bagley Drag Line Bucket Equipment had been entirely consumed and destroyed while engaged in the prosecution of said work and that he did not return the equipment for the reason that it was so badly damaged that it was not worth while returning, and it has not been returned, or any part of it. That this equipment is the same as leased to him, as hereinbefore mentioned, and that said equipment was and is of the reasonable value of $350.00, which is now due and owing me, and no part thereof has been paid. That the Aetna Casualty and Surety Co., is the surety on the bond of said A. A. Hardesty. That said equipment was used in the same work and place as above mentioned, and the said work has been completed and accepted.

DATED, at Portland, Oregon, this 21st day of July, 1937.

GEORGE SCHMITT

Subscribed and sworn to before me this 21st day of July, 1937.

(SEAL)

L. E. SCHMITT
Notary Public for Oregon
My commission expires: April 13, 1941

Endorsed: File No. 2672
Filed July 23, 1937
EARL SNELL
Secretary of State

#1807

RECEIVED
JUL 27 1937
FOR FILING
31-1202

July 26, 1937

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have received from Louis E. Schmitt, Attorney, Portland, notice of the claim of the Schmitt Construction Company against Arthur A. Hardesty, Contractor on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa counties, for rental and destruction of a Bagley Drag Line Bucket equipment, in the respective sums of $450 and $350, total 800. Mr. Schmitt also notifies us that he sent the original of this notice of claim, with affidavit, to the Secretary of State, as required by law. Copies of the same will therefore reach you in due course of time.

We are notifying you of this claim, inasmuch as you are surety on the bond furnished by Mr. Hardesty.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - A. A. Hardesty
236 N. E. 79th Ave., Portland

RECEIVED

July 26, 1937

Mr. Louis E. Schmitt
1028 Corbett Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 22, enclosing copy of the claim and affidavit of the Schmitt Construction Company against Arthur A. Hardesty, Contractor on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, for rental and destruction of a Bagley Drag Line Bucket equipment, in the respective sums of $450 and $350---total, $800; also advising that you have filed with the Secretary of State the original of these copies of claims. Your claim is thus protected, and copies thereof will be forwarded to the contractor and the surety on his bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL.

TELEPHONE: BEACON 0021

LOUIS E. SCHMITT
ATTORNEY AND COUNSELLOR AT LAW
1026 CORBETT BLDG. (SUITE 700 OREGONIAN BLDG.)
PORTLAND, OREGON

July [illegible], 1937

RECEIVED
JUL 23 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Herewith find enclosed copy of the claim and affidavit of Civil Construction Co. against [illegible], Contractor on Elgin-Joc Creek Section of Wallowa Lake Highway in Union and Wallowa Counties, Oregon, [illegible] of which I have this day filed with the Secretary of State.

Yours respectfully,

L. E. Schmitt

REFERRED TO
Mrs Lewis
BY SECRETARY

prepare customary reply

Copy

IN RE: A. A. HARDESTY, Contractor on Elgin-Rock Creek Section of Wallowa Lake Highway in Union and Wallowa Counties Oregon

TO: State of Oregon
Oregon State Highway Commission
Salem, Oregon

NOTICE is hereby given that the undersigned, Schmitt Construction Company, has a claim for rent for the use of a Bagley Drag Line Bucket equipment, used to haul rock to the crusher, in the sum of $450.00, at the rate of $50.00 per month, commencing on the 22nd day of April, 1936, and ending on the 22nd day of January, 1937, aggregating nine months.

A further claim is made for the value of the Bagley Drag Line Bucket equipment, which was reported by said Hardesty to have been entirely consumed and destroyed beyond repair, while engaged in the prosecution of the said work, and he did not return the equipment, and the same was of the reasonable value of $350.00. Both of the above mentioned claims are wholly unpaid and are against the bond taken from A. A. Hardesty, principal, and the Aetna Casualty and Surety Co., Surety, for the work of furnishing crushed rock in stock pile, on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, Oregon.

DATED at Portland, Oregon, this 21 day of July, 1937.

SCHMITT CONSTRUCTION CO.

BY George Schmitt
Owner

IN RE: A. A. Hardesty, Contractor on Elgin-Rock Creek Section of Wallowa Lake Highway in Union and Wallowa Counties Oregon

TO: State of Oregon
Oregon State Highway Commission
Salem, Oregon

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, George Schmitt, being first duly sworn, state:

That I am the sole owner of the Schmitt Construction Company, of Portland, Oregon. That on the 22nd day of April, 1936, one A. A. Hardesty leased from said Schmitt Construction Company, a certain Bagley Drag Line Bucket equipment, which he used to haul rock to the crusher, in stock pile, on the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, Oregon, under a contract with the State of Oregon, by Oregon State Highway Commission. That said contract to furnish crushed rock was completed and accepted on or about the 15th day of June, 1937. That in so far as I am able to ascertain, the said A. A. Hardesty used said equipment on said work for a period of nine months, ending on the 22nd day of January, 1937. That the reasonable rental value for the use of said equipment was and is $50.00 per month, aggregating $450.00, which sum is now due and owing me, and no part of which has been paid.

That on or about the 15th day of June, 1937, said A. A. Hardesty advised me that he had completed his said work and that said Bagley Drag Line Bucket Equipment had been entirely consumed and destroyed while engaged in the prosecution of said work and that he did not return the equipment for the reason

that it was so badly damaged that it was not worth while returning, and it has not been returned, or any part of it. That this equipment is the same as leased to him, as hereinbefore mentioned, and that said equipment was and is of the reasonable value of $350.00, which is now due and owing me, and no part thereof has been paid. That the Aetna Casualty and Surety Co., is the surety on the bond of said A. A. Hardesty. That said equipment was used in the same work and place as above mentioned, and the said work has been completed and accepted.

DATED, at Portland, Oregon, this 21st day of July, 1937.

(Sgd) [illegible]

Subscribed and sworn to before me this 21st day of July, 1937

[illegible]
Notary Public for Oregon

My Commission Expires: April 13, 1941

#1807

RECEIVED
JUL 27 1937
FOR FILING
31-1202

July 26, 1937

OREGON-WASHINGTON POWDER COMPANY
Clackamas
Oregon

Attention W. F. Haberlach

Gentlemen:

In reply to your inquiry of July 19, you are advised that the surety on the bond furnished by A. A. Hardesty in connection with his work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, is the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are agents, with offices in the Yeon Building, Portland. Notice of your claim should be filed with the Secretary of State also, as indicated on the enclosed mimeographed copy of Chapter 280, Oregon Laws 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL.

DECLINED

July 26, 1937

AETNA CASUALTY & SURETY COMPANY
Bates. Lively & Pearson, Agents
Yeon Building,
Portland, Oregon

Gentlemen:

We have been notified that the Oregon-Washington Powder Company has a claim against A. A. Hardesty in the amount of $559.75 for explosives furnished him in connection with his work on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, being State Highway Commission contract No. 1807.

You are being notified of this claim inasmuch as you appear as surety on the bond furnished by the contractor, to whom also we are sending notice.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

cc - A. A. Hardesty
936 N. E. 79th Avenue, Portland

Telephone: Oregon City 940

W. F. Haberlach, Manager

OREGON-WASHINGTON POWDER CO.
DISTRIBUTORS
GIANT
EXPLOSIVES
Clackamas, Oregon

RECEIVED
JUL 23 1937
OREGON
STATE HIGHWAY COMMISSION

July 19, 1937

TO THE HONORABLE EARL SNELL, SECY OF STATE
OF THE STATE OF OREGON, AND TO THE STATE OF OREGON

Please furnish us with the name of the Bonding Company that handled A.A. Hardesty's Bond on his Eastern Oregon, Minam Hill Rock crushing job.

We have a claim of 539. 75 to file against the bond for explosives furnished on this job.

Very trul yours,

OREGON-WASHINGTON PDR. CO.
By- W.F Haberlach

Respectfully referred to State Highway Commission

STATE DEPARTMENT

REFERRED TO
BY SECRETARY

Please answer
also notify me
O.R.S

STATE
JUL 21 1937

NRA MEMBER U.S. WE DO OUR PART

RECEIVED
JUL
F
31-1202

July 19, 1937

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State notice of claim by Wentworth & Irwin, Inc., for $2400.86 against the bond taken from Arthur A. Hardesty and yourselves for work on the Elgin-Wallowa Section of the Wallowa Lake Highway, in Union and Wallowa Counties, which claim was assigned to the above claimant by Knute Lien. (State Highway Contract No.1807.)

Copy of this notice is being sent you, as surety on the bond furnished by the contractor, and is enclosed herewith. Copy is also being sent the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL
cc - Arthur A. Hardesty
256 N.E. 79th Avenue
Portland, Oregon

#1807

July 17, 1937

Hon. Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of July 16, enclosing three copies of a notice of claim by Wentworth & Irwin, Inc., for $2400.86, against the bond taken from A. A. Hardesty and Aetna Casualty & Surety Company for work on the Elgin-Wallowa Section of the Wallowa Lake Highway, which claim was assigned to the above claimant by Knute Lien.

Copies of these notices will be forwarded to the contractor and the surety on his bond. Certified copy of the bond and contract is being sent Wentworth & Irwin as requested.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MRL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 17 1937
OREGON
STATE HIGHWAY COMMISSION

July 16, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of a notice of claim by Wentworth & Irwin Inc. for $2400.86 against the bond taken from A. A. Hardesty and Aetna Casualty & Surety Co. for work on the Elgin-Wallowa section of the Wallowa Lake Highway which claim was assigned to the above claimant by Knute Lien.

There is also enclosed a copy of an affidavit requesting a certified copy of the bond and contract covering the above construction work.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 4

COPY

To the Secretary of the State of Oregon:

STATE OF OREGON)
) ss.
County of Multnomah)

I, CHAS. G. IRWIN, being first duly sworn, on oath say:

That I am the Secretary of Wentworth & Irwin, Inc.

I further say that Knute Lien performed work and labor and furnished materials in the construction of the Elgin-Wallowa section of the Wallowa Lake Highway in the furnishing of materials used in the construction, rental of equipment used in the construction and labor in the construction of the Elgin-Wallowa section of the Wallowa Lake Highway, in the sum of $2400.86, which claim for a valuable consideration has heretofore been sold, assigned and transferred by said Knute Lien to said Wentworth & Irwin, Inc.; that said claim has not been paid, and said work and labor and materials furnished were furnished to A. A. Hardesty.

That Wentworth & Irwin, Inc. hereby requests a certified copy of said contract between the State of Oregon, and said A. A. Hardesty, acting by and through the State Highway Commission, and a certified copy of said bond.

CHAS. G. IRWIN

Subscribed and sworn to before me this 15th day of July, 1937.

(SEAL)

W. H. MASTERS
Notary Public for Oregon

By commission expires October, 3, 1939

COPY

To the Secretary of the State of Oregon:

NOTICE IS HEREBY GIVEN that the undersigned, Wentworth & Irwin, Inc., a corporation organized and existing under and by virtue of the Laws of the State of Oregon, has a claim for work and labor and materials furnished by one Knute Lien, which work, labor and materials furnished consisted of materials used in the construction and rental of equipment used in the construction and labor in the construction of the Elgin-Wallowa section of the Wallowa Lake Highway, in the sum of $2400.86, against the bond taken from A.A. Hardesty and Aetna Casualty & Surety Co. for the work of constructing the Elgin-Wallowa section of the Wallowa Lake Highway in the State of Oregon, which claim for a valuable consideration has heretofore been sold, assigned and transferred by the said Knute Lien to claimant herein.

WENTWORTH & IRWIN, INC.

By Chas. G. Irwin
Secretary

STATE OF OREGON)
County of Multnomah) ss.

I, CHARLES G. IRWIN, being first duly sworn, say:

That I am the Secretary of Wentworth & Irwin, Inc., a corporation, the claimant above named.

That I have read the foregoing Notice, know the contents thereof, and the same are true, as I verily believe.

CHAS. G. IRWIN

Subscribed and sworn to before me this 15th day of July, 1937.

W. H. MASTERS
Notary Public for Oregon
My commission expires October 3, 1939

(SEAL)

Endorsed: File No. 2668
Filed July 16, 1937
EARL SNELL
Secretary of State

#1807

RECEIVED
JUL
F
31-1202

July 16, 1937

AETNA CASUALTY & SURETY COMPANY
Messrs. Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Dear Sirs:

We have today received from Will H. Master, Attorney at Law, Portland, notice of claim of Wentworth & Irwin, Inc., against Arthur A. Hardesty, for labor and materials performed and furnished by Knute Lien, in connection with State Highway Commission Contract No. 1807 for the construction of the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, in the amount of $2400.86.

We are notifying you of this claim inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[redacted]

cc - Arthur A. Hardesty
236 N.E. 79th Ave., Portland

July 16, 1937

Mr. Will H. Masters
Attorney at Law
Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges your letter of July 15, enclosing copies of Notice of Claim and Affidavit, which you have filed with the Secretary of State, in the matter of the claim of Wentworth & Irwin against Arthur A. Hardesty for labor and materials performed and furnished to the amount of $2400.86, in the construction of the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties, said labor and materials having been performed and furnished by Knute Lien and claim for the same assigned to Wentworth & Irwin.

We will see that notice of this claim is furnished the contractor and the surety on his bond.

The certified copy of said contract between the State of Oregon and A. A. Hardesty, and certified copy of the bond in connection therewith, which you request, have been sent you under separate cover.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

WILL H. MASTERS
ATTORNEY AT LAW
YEON BUILDING
ATWATER 6331
PORTLAND, OREGON

RECEIVED
JUL 16 1937
OREGON
STATE HIGHWAY COMMISSION

July 15th
1 9 3 7

State Highway Commission
Salem, Oregon

Gentlemen:

I am enclosing herewith copies of Notice of Claim and Affidavit just filed with the Secretary of State.

Yours truly,

Will H. Masters

WHM:HM
Encl.

To the Secretary of the State of Oregon:

STATE OF OREGON)
) ss.
County of Multnomah)

I, CHAS. G. IRWIN, being first duly sworn, on oath say:

That I am the Secretary of Wentworth & Irwin, Inc.

I further say that Knute Lien performed work and labor and furnished materials in the construction of the Elgin-Wallowa section of the Wallowa Lake Highway in the furnishing of materials used in the construction, rental of equipment used in the construction and labor in the construction of the Elgin-Wallowa section of the Wallowa Lake Highway, in the sum of $2400.86, which claim for a valuable consideration has heretofore been sold, assigned and transferred by said Knute Lien to said Wentworth & Irwin, Inc.; that said claim has not been paid, and said work and labor and materials furnished were furnished to A. A. Hardesty.

That Wentworth & Irwin, Inc. hereby requests a certified copy of said contract between the State of Oregon and said A. A. Hardesty, acting by and through the State Highway Commission, and a certified copy of said bond.

Chas. G. Irwin

Subscribed and sworn to before me this 15th day of July, 1937.

W. D. Masters
Notary Public for Oregon

My commission expires October 3, 1939

To the Secretary of the State of Oregon:

NOTICE IS HEREBY GIVEN that the undersigned, Wentworth & Irwin, Inc., a corporation organized and existing under and by virtue of the Laws of the State of Oregon, has a claim for work and labor and materials furnished by one Knute Lien, which work, labor and materials furnished consisted of materials used in the construction and rental of equipment used in the construction and labor in the construction of the Elgin-Wallowa section of the Wallowa Lake Highway, in the sum of $2400.86, against the bond taken from A. A. Hardesty and Aetna Casualty & Surety Co. for the work of constructing the Elgin-Wallowa section of the Wallowa Lake Highway in the State of Oregon, which claim for a valuable consideration has heretofore been sold, assigned and transferred by the said Knute Lien to claimant herein.

WENTWORTH & IRWIN, INC.

By _____
Secretary

STATE OF OREGON)
County of Multnomah) ss.

I, CHARLES G. IRWIN, being first duly sworn, say:

That I am the Secretary of Wentworth & Irwin, Inc., a corporation, the claimant above named.

That I have read the foregoing Notice, know the contents thereof, and the same are true, as I verily believe.

_____

Subscribed and sworn to before me this 15th day of July, 1937.

_____
Notary Public for Oregon

My commission expires October 3, 1939

RECEIVED
JUL 9 1937
FOR FILING
31-1202

#1807

July 9, 1937

Mr. George A. Mercer, Adjuster,
Aetna Casualty & Surety Co.,
513 Yeon Building,
Portland, Oregon.

Dear Sirs

Reference is made to your letter of July 8th concerning balance due Arthur A. Hardesty on his contract No. 1807, Elgin-Rock Creek Section in Union and Wallowa Counties.

The warrant in amount of $1,452.35 covering semi-final payment on the above contract was mailed to you yesterday. The voucher in amount $665.65, covering the final payment was mailed to Mr. Hardesty for signature on July 2nd and has not yet been returned.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF

ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

July 8, 1937

H. B. Glaizyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

Re: Contract 1807 - Elgin-Rock Creek
Section in Wallowa County
Arthur A. Hardesty

We thank you for your letter of July 6th concerning assignment to this Company by Arthur A. Hardesty.

It is necessary that we make a report to our Company and would appreciate your advising us the approximate amount that is coming to Mr. Hardesty at the present time from your department.

Yours very truly,

George A. Mercer, adjuster

By

RS/d

#9- Estimate 7 - $1,452.35-9390
#10 - Final - $ 665.63
$2.117.98
- 2

#1807

RECEIVED
JUL 7 1937
FOR FILING
31-1202

July 6, 1937.

Mr. George A. Mercer, Adjuster
Bates, Lively & Pearson
Yeon Building
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of July 1, enclosing assignment of all funds due on the Arthur A. Hardesty Contract No. 1807, Elgin-Rock Creek Section in Wallowa County.

You are advised that the warrants covering all further payments on this contract will be mailed to you in accordance with the terms of the assignment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:AP

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
313 YEON BUILDING

PORTLAND, ORE.

RECEIVED
1937
STATE HIGHWAY COMMISSION

July 1, 1937

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract 1807
Elgin-Rock Creek Section
Wallowa Lake Highway in Union
and Wallowa Counties

Dear Sir:

We are attaching duplicate assignments signed by A.A.Herdesty and witnessed by the writer together with letter of consent signed by W.E. Pearson, Resident Vice-President of the Aetna Casualty & Surety Company at Portland.

Yours very truly,

Attorney

RS:V

RECEIVED
JUL
FOR FILING
31-12

July 3, 1937.

Union Oil Company of California
936 W. Sprague Avenue
Spokane, Washington.

Attention Mr. D. E. Nichols
District Credit Supervisor

Gentlemen:

Reference is made to your letter of July 1, concerning the A. A. Hardesty Contract (No. 1807), Elgin-Rock Creek Section in Wallowa County.

You are advised that this contract was completed on May 29, but has not yet been accepted by the Highway Commission. Final payment on the project will probably be made within the next ten days. This payment has been assigned to the Aetna Casualty & Surety Company, surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:AP

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

926 W. SPRAGUE AVENUE
Spokane, Wash.
MAIN 3266

July 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. S. H. Probert, Office Engineer

Dear Sir:

In your letter of June 8 you informed us that A. A. Hardesty had completed work on Elgin-Rock Creek Project, Contract No. 1807, on May 29, 1937.

At the time of your letter, a final estimate had not been submitted, nor had the final acceptance of the project been made.

We would appreciate being informed if this contract has now been completed, and if so, the date of its acceptance and the date and amount of Mr. Hardesty's final payment. Thanking you, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D. Nichols

wsn ac

District Credit Supervisor

FORM S-A-1 6M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 3, 1937

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING
31-1202

Mr. Arthur A. Hardesty
236 N. E. 79th Avenue
Portland, Oregon

Dear Sir:

We have received your blanket assignment in favor of the Aetna Casualty & Surety Company on contract No. 1807.

You submitted two signed assignment forms, one of which is necessary for our office copy of the contract. There being two estimates going through at present--estimate 9 semi-final and estimate 10 final--we have accordingly used the remaining signed assignment form to be attached to the semi-final voucher which is now passing through for payment.

As the Secretary of State requires a signed assignment on each separate voucher, we have written up an assignment blank for estimate 10 final, which is now out to you for signature, and would ask that you sign it before a witness and return the signed form when you return the signed final voucher.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl L. Smith
Auditor

CFS:IS
Encl.
cc H. B. Glaisyer

NOTED

#1807

RECEIVED
JUN 30 1937
FOR FILING
31-1202

June 25, 1937

Mr. Arthur A. Hardesty,
238 N. E. 79th Ave.,
Portland, Oregon.

Dear Sir:

You are advised that we have received from the Aetna Casualty & Surety Company, their consent to an extension of time to May 29th on your contract No. 1807 - Elgin-Rock Creek Section.

Please forward your formal application for an extension of time to May 29th to accompany the consent of surety to this office so that the matter can be presented to the Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

#1807

RECEIVED
JUN 28 1937
FOR FILING
9-12

June 24, 1937

Mr. Louis E. Schmitt
Attorney and Counsellor at Law
1026 Corbett Building
Portland, Oregon

Dear Sir:

This acknowledges your letter of the 23rd instant advising us of the claim of Mr. George Abrahams against Contractor A. A. Hardesty, same being for rental of equipment used by Mr. Hardesty in connection with his contract with the State Highway Commission for furnishing crushed rock in stock pile on the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties.

The State Highway Commission has no knowledge of Mr. Hardesty's financial difficulties although we do know that he has assigned future payments in connection with this job to the bonding company, the Aetna Casualty and Surety Company.

If Mr. Hardesty can not pay his claim and you get no satisfaction from the bonding company, then you still have recourse to action in the courts. In that event, notice of your claim should be filed with the Secretary of State rather than with the State Highway Commission although we would appreciate having a copy of it.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

TELEPHONE: BEACON 0021

LOUIS E. SCHMITT
ATTORNEY AND COUNSELLOR AT LAW
1028 CORBETT BLDG. COR. MORRISON & 5TH AVE.
PORTLAND, OREGON

RECEIVED
JUN 24 1937
STATE HIGHWAY COMMISSION

June 23, 1937

State Highway Commission
Salem, Oregon

Gentlemen:

A fellow by the name of A. A. Hardesty had a contract with you for rock crushing near Elgin, Oregon, and he completed his contract.

A Mr. George Abrahams has employed me to collect a claim for rent in the sum of $150.00 for the use of a Badley bucket drag line used in hauling rock to the crusher, and $200.00 for the value of the equipment, which was destroyed by Mr. Hardesty. Mr. Hardesty has advised Mr. Abrahams that he is unable to pay the claim and he would have to look to the bonding Company for payment, as he was financially unable to respond. I have communicated with Bates, Lively & Pearson, who represent the Aetna Casualty & Surety Co., and wrote the bond for Mr. Hardesty, and was advised that they were not aware that Mr. Hardesty had failed to meet his obligations in connection with said contract, but would investigate it. Are you advised as to his financial condition pertaining to this contract? If so, kindly advise me.

If Mr. Hardesty is financially unable to pay the claim, of course we will have to proceed to file the claim with you and with the surety company. Thanking you for past courtesies, I remain

Yours respectfully,

L. E. Schmitt

LES:H

ANSWERED
H. B. G.

#1807

RECEIVED
JUN 24 1957
FOR FILING
31-12-12

June 25, 1957

AETNA CASUALTY AND SURETY COMPANY
515 Yeon Building
Portland

Attention Mr. Carl V. Hauts

Dear Sirs:

This acknowledges your letter of June 21, enclosing a form of assignment from Arthur A. Hardesty to the Aetna Casualty and Surety Company, whereby Mr. Hardesty assigns all moneys due him from the State Highway Commission in connection with his contract 1807 for furnishing crushed rock in stock pile on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties.

The form of assignment does not meet with the approval of the State Highway Department, so we cannot honor it. We shall be glad to honor an assignment if properly prepared.

There are enclosed four of our standard assignment forms for your convenience. Please return two of them properly executed by Mr. Hardesty and accompany the same with a letter from the surety consenting thereto. We will then see that the warrants are issued to you in conformance with the provisions of the assignment.

Very truly yours,

Secretary

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

CLAIM DEPARTMENT
GEORGE A. MERCER, ADJUSTER
913 YEON BUILDING

PORTLAND, ORE.

RECEIVED
JUN 23 1937
STATE HIGHWAY COMMISSION

June 21, 1937

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract 1807
Wallowa Lake in Union and Wallowa Counties - Arthur A. Hardesty

Dear Sir:

This acknowledges your letter of June 16th in which you advise that you are withholding further payments to Mr. Hardesty pending assignment by him to the Surety Company.

We attach assignment executed by Mr. Hardesty and will thank you to send all checks due him to this office payable to the Aetna Casualty & Surety Company as assignee.

Yours very truly,

Carl V. Mantz
Attorney

CVM V

RECEIVED
[illegible] 1937

A S S I G N M E N T

In consideration of the sum of $1.00 and other valuable considerations, I hereby assign to the Aetna Casualty & Surety Company, a corporation, all monies due me from V. W. McCormack.

Witnesses:

_____

_____

#1807

RECEIVED
JUN 22 1937
FOR FILING
31-1202

June 21, 1937

Mr. Knute Lien,
Box #108,
The Dalles, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of June 18th concerning the Arthur A. Hardesty Contract No. 1807, Elgin-Rock Creek Section in Union and Wallowa Counties.

You are advised that this contract was completed on May 20th, 1937, but has not yet been accepted by the Highway Commission. The bond furnished in connection with the contract was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, who have offices in the Yeon Bldg., Portland, are resident agents.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

RECEIVED
1937

The Dalles Ore.
June 18, 1937

Oregon State Hwy. Comm.
Salem Ore.

attn. H.B. Glaisyer

Gentlemen:

Please give me the following information.

Date of completion of contract for rock production Elgin-Minam Sec. Wallowa Lake Highway held by A.A. Hardesty.

Name and address of Surety's Portland agent.

Yours very truly
Knute Lien
Box 108
The Dalles
Ore.

RECEIVED
JUN 21 1937
FOR FILING
31-1202

June 21, 1937

Mr. Edward Chidsey
Resident Highway Engineer
La Grande, Oregon

Dear Sir:

We note that you have distributed a portion of your May pay roll to prefix 31-1201. It is quite apparent that you meant 31-1202, the Elgin-Rock Creek Project. We have made the necessary correction. If this is incorrect, please advise.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

L. E. Persons
Asst. Office Engineer

Dict. by L. E. Persons/ER

cc W. C. Williams

#1807

RECEIVED
JUN 18 1937
FOR FILING
31-1212

June 17, 1937

Mr. Arthur A. Hardesty,
236 N. E. 79th Ave.,
Portland, Oregon.

Dear Sirs

You are advised that the time limit on your Contract No. 1807, Elgin-Rock Creek Section in Union and Wallowa Counties, expired on April 30, 1937.

According to our records this contract was not completed until May 29, 1937. Before further payments can be made it will be necessary to have the time limit on this contract extended up to and including the actual date of completion. Will you please submit your formal application for an extension of time to the above date to this office, and also secure the written consent of your surety on the bond to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to W. C. Williams.

Mr. Williams:

Please advise of your recommendations.

H. B. Glaisyer

RECEIVED
JUN 9 1937
FOR FILING

31-1202

June 8, 1937

Union Oil Company of California
926 W. Sprague Avenue
Spokane, Washington

Gentlemen:

In reply to your letter of June 7, 1937, you are advised that A. A. Hardesty completed actual work on the Elgin-Rock Creek project, Contract No. 1807, on May 29, 1937. The engineer, however, has not submitted a final estimate nor has the Commission made final acceptance of the project, we are, therefore, unable at this time to give the date upon which final payment will be made.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by H. H. Milner/GS

cc Mr. Carl F. Smith
Mr. W. C. Williams

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

926 W. SPRAGUE AVENUE
MAIN 3266
Spokane, Wash.

June 7, 1937

RECEIVED
JUN - 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention of Mr. Carl F. Smith, Auditor

Subject: State of Oregon Contract #1807
A. A. Hardesty

We greatly appreciate the information with which you furnished us in your letter of May 5th. It is our understanding that the subject contract has now been completed and we would appreciate being informed if the contract has been accepted and when payment will be forthcoming to Mr. Hardesty.

A reply at your earliest convenience will be appreciated.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D. E. Nichols

District Credit Supervisor

wsn gr

RECEIVED
JUN 4 1937
FOR FILING
31-1202

June 1, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

I am handing you herewith copy of a letter which was received from Arthur A. Hardesty on May 20th requesting an extension of time to June 15th on his Contract No. 1807, Elgin-Rock Creek Section in Union and Wallowa Counties.

We have not received the consent of his surety company nor your recommendation. Will you please request that the consent of surety be furnished and forward your recommendation to this office.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Elgin, Oregon.
May 18, 1937.

State Highway Commission,
Salem, Oregon.

Dear Sir:

As the weather was bad in April and have had trouble with my plant., I am asking for another extension of time until June 15.

Yours very truly,
Arthur A. Hardesty.

RECEIVED
MAY 20 1937
STATE HIGHWAY COMMISSION

....., 193.7...
.....
.....
.....
....., 193.6...
May 29, 193.7...
.....%
$22,731.00.....
99.....%
....., 193.7...

ctions to contractors,

nt and dressing

for your own file

Form 388—5M—12-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 29, 1937

Section Elgin-Rock Creek — *Kind of work* Rock Production

Highway Wallowa Lake — *Section prefix* 31-1202

Contractor Arthur A. Hardesty — *Contract number* 1807

Date of contract Jan. 10, 1936 — *Date of completion* ~~May 31~~ July 31, 1936

Date work started May 6, 1936 — *Estimated date of completion* ~~June 5~~ May 29, 1937

Amount of contract . . . . . $22,731.00 — *Per cent of time elapsed* 100+ %

Estimated cost of completed project, exclusive of engineering $22,731.00

Per cent of contract completed, based on total contract price . . . . . 99 %

Engineering cost to date, $1156.53, 5.1 % — *Date project was completed* May 29, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor has been working most of the week tearing down the plant and dressing the stockpiles.

Signed .....

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			13,000		
Estimated quantities moved or placed to date			12,600		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			4		

Percentages of men employed on contract to be secured from:

La Grande Employment Office

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

#1807

RECEIVED
MAY 14 1937
FOR FILING
31-1202

May 14, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Please be advised that the time limit on the Arthur A. Hardesty Contract No. 1807, Elgin-Rock Creek Section in Union and Wallowa Counties, expired on April 30, 1937.

The original date of completion of this contract was July 31, 1936, it was extended to Oct, 31, 1936, and to April 30, 1937, without penalty.

If this contract should be extended, please take the matter up with the contractor and forward us your recommendation.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

#1807

RECEIVED
MAY 14 1957
FOR FILING
31-1202

May 12, 1957.

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have today received from R. H. Sturdevant, Attorney at Law, Dayton, Washington, notice of claim of his client, whom he does not name, in the amount of $100, for rental of compressor, against Arthur A. Hardesty, contractor for the furnishing of crushed materials in stock pile on the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, being State Highway Contract No. 1807.

This notice is being sent you as surety on the bond furnished by the contractor. You will doubtless receive detailed notice from Mr. Sturdevant.

Very truly yours,

Secretary

MEL

cc - Arthur A. Hardesty
256 N. E. 79th Avenue, Portland

May 13, 1937

Mr. R. M. Sturdevant
Attorney at Law
306 E. Main Street
Dayton, Washington

Dear Sir:

With reference to your letter of May 11, inquiring as to the state of completion of the Arthur A. Hardesty contract with the State Highway Commission for the furnishing of crushed materials in stock pile on the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, I advise that the job was due for completion April 30 but has not yet been completed. It was 98% complete on May 10.

Claims against a contractor are not barred if filed within six months from date of completion and acceptance. I am enclosing herewith a mimeographed excerpt from the Oregon Laws of 1931, outlining procedure to be followed in filing a claim. You will observe that notice of claim should be filed with the Secretary of State and also that the contractor and the surety on his bond should be notified. The surety in this case is the Aetna Casualty and Surety Company, for whom Bates, Lively and Pearson are agents, with offices in the Yeon Building, Portland.

Very truly yours,

Secretary

MBL

encl.

R. M. STURDEVANT
ATTORNEY AT LAW
306 E. MAIN
DAYTON, WASHINGTON
TELEPHONE 136

May 11th, 1937

RECEIVED
MAY 12 1937
STATE HIGHWAY COMMISSION

State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Arthur A. Hardesty, who has a contract in Willowa County, for the State of Oregon, surfacing and stock piling on what is referred to ms,as Minan or Minam grade.

Will you please advise whether this contract has been completed or accepted,and how long after acceptance before claims are barred. Also name of surety, and description of contract job.

If you have forms for filing claims against the bond or reserve fund, and extract of laws applicable thereto, I would very much appreciate copies of same. I do not know to what extent the proceedure varies from that in Washington, but a client of mine has a claim for rental on compressor on this job of $100.00 .

Thanking you for any information you may furnish me, I am

Very truly yours,

R. M. Sturdevant

RMS; L

REFERRED TO
BY SECRETARY

#1807

RECEIVED
FEB 15 1937
FOR FILING

31-1202

February 9, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We have received from the Aetna Casu lty & Surety Company, their consent, to an extension of time to April 30th on the Arthur A. Hardesty contract No. 1807, Elgin-Rock Creek Sec tion in Union and Wallowa Counties.

Will you please secure the contractors formal application for thisextension and forward it to this office with your recommendation.

Very truly yours,

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 13, 1937

FEB 15 1937
IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Dear Sir:

Replying to yours of February 9, having reference to extension of time to April 30 on the Arthur A. Hardesty contract No. 1807:

Under date of January 30, I addressed a letter to H. G. Smith, with copy to Mr. Baldock, giving my recommendations as to this extension. With the letter was submitted a copy of Mr. Hardesty's request for extension of time.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

FORM S-M-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 2 1937
FOR FILING

31-1106

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
January 30, 1937

RECEIVED
FEB 1 1937
OREGON
STATE HIGHWAY COMMISSION
IN REPLY REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Attached hereto is a copy of a letter addressed to me by Arthur A. Hardesty, requesting extension of time until April 30 on the Elgin-Rock Creek rock production project.

Mr. Hardesty's failure to complete this project on time is the result, mostly, of lack of suitable equipment. The crushing plant of Mr. Hardesty's is a joke and, although he has been working long enough to have completed several projects of like nature, he is only 90% complete and I can think of no real reason for an extension of time.

On the other hand, Mr. Hardesty's failure to complete the project on time has not in any way damaged the State or interfered with traffic. He produced sufficient rock to permit the oiling of the Elgin-Rock Creek project and has stockpiled sufficient maintenance materials for two or three years. He has approximately 1200 yards to crush to complete his project, and it was anticipated that the maintenance materials produced would suffice for at least five years.

No inspector is retained on the job, as periodic inspection of the rock is made by a Resident Engineer who is assigned to other projects and there is, therefore, no additional engineering cost. For these reasons, I recommend that Mr. Hardesty be granted an extension of time.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc R. H. Baldock

RECEIVED
NOV 5 1938
FOR FILING
31-1202

November 5, 1938

Mr. Carl V. Mautz, Attorney,
Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of November 4th [illegible] the Arthur A. Hardesty Contract No. 1807, Elgin-Rock Creek Section in Union and Wallowa Counties.

You are advised that according to our records this contract was approximately 56% complete on October 10th. The total amount paid Mr. Hardesty to date is $11,192.82 and the retained percentage is $1,704.83.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1807
Union & Wallowa

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,
PORTLAND, ORE.,

RECEIVED
NOV 5 1936
OREGON

Nov. 4, 1936

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract 1807
Arthur A. Hardesty - Wallowa Lake Highway
in Union & Wallowa County

Dear Sir:

This acknowledges your letter of November 2nd advising us that the State Highway Commission has received notice from Attorney Crum of Elgin, Oregon that his client, Fred Miller, has a claim in the amount of $118.89 against Arthur A. Hardesty for labor performed in connection with his contract No. 1807.

Will you kindly advise me whether this contract has been completed and if it has not, the percentage of completion at this time, the payments made the contractor and the amount of the retained percentage.

Yours very truly,

Carl V. Mautz
Attorney

CVM V

E - $12,897.65
S - $ 1,704.83
$11,192.82

O-K. 10-

<L 90

#1.807

RECEIVED
NOV 4 1936
FOR FILING

31-11-06

November 2, 1936

Aetna Casualty & Surety Company
Bates, Lively & Pearson Agents
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received notice from Mr. Jesse Crum, Attorney at Law, Elgin, Oregon, that his client, Fred Miller, has a claim in the amount of $116.69 against Arthur A. Hardesty for labor performed in connection with Contract No. 1807 for furnishing crushed gravel in stockpile on the Elgin Rock Creek Rock Production project in Union and Wallowa Counties.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by Arthur A. Hardesty, in connection with this job.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

encl.

cc - Arthur A. Hardesty

November 2, 1936

Mr. Jesse Crum
Attorney at Law
City Hall
Elgin, Oregon

Dear Sir:

This acknowledges your letter of the 30th ultimo advising that your client, Fred Miller, has a claim in the amount of $118.89 against Arthur A. Hardesty for labor performed in connection with his contract with the State Highway Commission for furnishing maintenance gravel for the LaGrande-Wallowa Lake Highway. The contract to which you refer is State Highway Commission contract No. 1807 and is for furnishing 13,000 cubic yards of crushed rock in stockpile for the Elgin Rock Creek Rock Production project in Union and Wallowa Counties.

In connection with this job Mr. Hardesty was required to furnish the State with a surety bond for the protection of claims. This bond was written by the Aetna Casualty & Surety Company for which Bates, Lively & Pearson are agents with offices in the Yeon Building in Portland. This bond is offered to you.

In regard to the last paragraph of your letter, wish to say that the labor is limited to 48 hours per week and 8 hours in any one day. If a man is required to work more than 8 hours in any one day, he is supposed to receive double time for the overtime. As to Sunday employment the laborer is not entitled to extra time payment unless the total number of hours that he puts in during the week exceeds 48 hours.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

cc - Arthur A. Hardesty

JESSE GRUM
LAWYER
CITY HALL
ELGIN. OREGON

October 30th. 1936.

Oregon State Highway Commission

Salem,

Oregon,

Dear Sirs;-

This office has a client, Fred Miller, who has notice of lien in amount of $118.89 for labor performed in connection with the Ayrnude-Willow Lake highway under the contract of Mr. Hardesty for the furnishing of maintenance gravel, and whose plant is located east of Elgin some 10 miles. Mr. Miller worked at this rock crusher for several months and up until October 3rd. 1936; and claims that amount due him for labor performed.

We presume that in addition to notifying you by this letter of this claim, that we should file the same with the bond in company who cover on the Hardesty contract, and for that purpose will ask that you please advise me the name of the Surety Company who covered this bond.

Also will you please advise, if not too inconvient if the contract with Mr. Hardesty covered overtime for Sunday work and if so at what rate of pay.

Yours very truly,

Jesse Grum,

Attorney for Miller.

ACKNOWLEDGED
H B GLAISYER

ANSWERED
H. B. G.

31-1202

September 26, 1936

Mr. Arthur A. Hardesty,
Elgin, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of September 25rd advising that we should continue mailing the warrants covering payment of your estimates on your Contract No. 1807 - Elgin-Rock Creek Section, to Elgin.

We assume that you intend for the warrants to be mailed to the First National Bank of Elgin and will therefore continue to do so until you advise to the contrary.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Elgin, Ore.
Sept. 23, 1936.

H. B. Glaisyer,
Salem Ore.

Dear Sir:-
Please mail all warrants to Elgin, Ore.
Very truly yours,
Mr. Arthur A. Hardesty,
Elgin, Ore.

SE. 24 30

September 22, 1936

covering the payment of [e]stimate
[C]k Creek Section in Union and
you within the next few days.
[t] the above warrant mailed
[N]ational Bank of Elgin?
[V]ery yours,
[HIGHWAY] COMMISSION

Secretary.

September 22, 1938

Mr. Arthur A. Hardesty,
Elgin, Oregon.

Dear Sir:

You are advised that the warrant covering the payment of Estimate No. 3 on your contract No. 1807 - Elgin-Rock Creek Section in Union and Wallowa Counties, will be ready to mail to you within the next few days.

Will you please advise if you want the above warrant mailed to your Portland address or to the First National Bank of Elgin?

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to First National Bank of Elgin, Elgin.
cc to Carl F. Smith.

31-1207.

August 31, 1936

Mr. C. R. Wheeler, President
First National Bank of Elgin
Elgin, Oregon

Dear Sir:

I have just finished conversing with you by telephone concerning the status of Mr. Hardesty's voucher covering Estimate No. 2, in the amount of $4,377.55, on his contract for the Elgin-Cook Creek Rock Production Project in Union and Wallowa Counties, Contract No. 1807.

Pursuant to our conversation, I have checked up with the Auditor to ascertain how soon the warrant will be ready to mail to you. The Auditor advises that the voucher has already gone to the Secretary of State and he expects the warrant at any time. We certainly should have it not later than tomorrow and, upon receipt of same, it will be mailed to you immediately in accordance with Mr. Hardesty's request.

Yours very truly,

HBG:MC

Secretary

cc - Arthur A. Hardesty

#1807

K

August 26, 1936

Mr. C. R. Wheeler, President,
First National Bank,
Elgin, Oregon.

Dear Sir:

In response to your request of August 25th we will forward the warrant covering payment of Mr. A. A. Hardesty current estimate in amount of $4,377.55 direct to you.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

'Dict. by J. McFarland.

RCVD AUG 26 36
CARL F. SMITH
AUDITOR

C. R. WHEELER, PRESIDENT
H. H. WEATHERSPOON, VICE-PRES.
R. L. SHOEMAKER, CASHIER

No 6644

FIRST NATIONAL BANK OF ELGIN

CAPITAL $ 25,000.00

ELGIN, OREGON

Aug 25 1936

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Ore.

Matter referred to in your letter of Aug 24

Dear Sir:

In order to avoid possible delay in forwarding the warrant for Mr. A. A. Hardesty $4,377.55, we will relinquish our assignment and will request that you forward Mr. Hardesty's warrant to him in our care as requested in our former letter in case you could not recognize the assignment. Mr. Hardesty is in need of this money.

Thanking you I remain,

Yours very truly ,

C B Wheeler
President.

Mr Glaisyer:

Please forward my warrant as above requested.

Arthur A Hardesty

AUG 26 36

To the First National Bank of Elgin, Oregon:

Elgin, Oregon, August 14th, 1936.

For value received, I hereby assign, transfer and set-over unto you all that certain moneys due or to become due me under Contract #1807, as shown by estimate #2 in an amount of $4,377.55, and constituting work done on the Wallowa Lake Highway, covering the Elgin-Rock Creek Section and being for work done to August 10th, 1936, and I hereby direct and request the Oregon State Highway Commission to pay said moneys directly to the First National Bank of Elgin, Oregon

Arthur A. Hardesty.

Void

State of Oregon
ss.
County of Union

BE IT REMEMBERED, that on this 14th day of August, 1936, personally appeared before me the undersigned, a Notary Public in and for said County and State, the above named Arthur A. Hardesty, who being duly sworn did say: That he signed the foregoing assignment as and of his voluntarily act and deed and for the purposes therein stated; and that said assignment is not made for the purpose of hindering or delaying any creditors of the said Arthur A. Hardesty.

IN TESTIMONY WHEREOF, I have hereunto set my hand and Notarial seal the day and year first above written.

Notary Public for Oregon.
Commission expires Feb. 20-1937.

31-1204

August 24, 1936

Mr. C. R. Wheeler, President
First National Bank of Elgin
Elgin, Oregon

Dear Sir:

I have just returned from a short vacation and find your letter of August 14 on my desk, enclosing an assignment from Arthur A. Hardesty to the First National Bank of Elgin, whereby Mr. Hardesty assigns to the bank Estimate No. 2, in the amount of $4,377.55, which estimate is due him from the State in connection with his contract No. 1807 for furnishing crushed rock, in stock piles, on the Elgin-Rock Section of the Wallowa Lake Highway.

The assignment furnished us is not in a form that meets with the approval of the Secretary of State, hence we cannot honor it. Therefore, I have prepared an assignment on our standard form, three copies of which are enclosed. If you will have Mr. Hardesty sign all three copies and return two of them to this office, accompanied by the written consent of the surety on his bond, I will attach the assignment to the claim voucher and will see that payment is made to the bank in conformity with the provisions of the assignment.

Please note that it is necessary for the surety on the bond to give its written consent to the assignment, as mentioned above, before we can approve the assignment.

Yours very truly,

HBG:MC

Secretary

cc - Carl Smith
Arthur A. Hardesty

REFERRED TO
M. Farland
BY SECRETARY

AUG 24 36

C. R. WHEELER, PRESIDENT
H. H. WEATHERSPOON, VICE-PRES.
R. L. SHOEMAKER, CASHIER

NO 6844

FIRST NATIONAL BANK OF ELGIN

CAPITAL $ 25,000.00

ELGIN, OREGON

RECEIVED
AUG 1 6 1936

Aug 14 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We inclose herewith estimate of the amount due Mr. A. A. Hardesty on his contract to the amount of $ 4,377.55

We also inclose Mr. Hardesty's assignment of these funds to us to cover certain advances made to him. If possible kindly accept the assignment and forward the check to cover toe us. If it is impossible for you to do this kindly advise us to that effect by return mail.

Thnaking you I am,

Yours very truly,

C. R. Wheeler
President.

P.S.

In case that the warrant covering this claim has already been issued, It will be satisfactory to us if you simply mail the warrant to us and we will get Mr. Hardesty's endorsement.

FORM [illegible] 1 SM 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

31-1202

OREGON STATE HIGHWAY COMMISSION

SALEM

August 15, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. Arthur A. Hardesty
Elgin, Oregon

Dear Sir:

In connection with your letter of August 13, I would say that your August estimate was mailed to you at the Portland address on August 12, the amount of the voucher being $4,377.55.

I am uncertain, from the terms of your letter, whether or not you wish future estimates sent to Elgin. Please advise and also specify whether warrants in payment of these vouchers should be mailed to Portland or Elgin.

In connection with the matter of extension of time on your Elgin job, I would suggest that you contact Mr. Williams, our division engineer, at La Grande.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl B. Smith
Auditor

CFS:IS
cc R. C. Williams, La Grande
cc S. H. Probert, Office

#1807

Elgin, Ore.
Aug. 13, 1936.

Mr. Baldock,
State Highway Engineer,
Salem Ore.;

Dear Sir;

Will you please have A. A. Hardesty estiment sent to Elgin, Ore. and also let me know if there would be any chance to get an extension of time on my job at Elgin.

Yours respectfully
A. A. Hardesty,
Elgin, Ore.

recent date, con-
ract No. 1807,
allowa Counties.
nary for you to
me which will
application must
our surety on the
ract.
consent of the surety
the Highway Commission.

Secretary

JM:MMK

cc - H G Smith

#1807

31-1202

August 14, 1936

Mr. Arthur A. Hardesty
Elgin, Oregon

Dear Sir:

Reference is made to your letter of recent date, concerning an extension of time on your contract No. 1807, Elgin-Rock Creek Section, in Union and Wallowa Counties.

You are advised that it will be necessary for you to make formal application for a period of time which will cover all the work on your contract. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Please forward the application and the consent of the surety to this office and it will be presented to the Highway Commission.

Very truly yours,

Secretary

JM:MEL

cc - H G Smith

31-1-02

February 28, 1936

Arthur A. Hardesty
236 N. E. 79th Avenue
Portland, Oregon

Dear Sir:

By express we are forwarding to you today a fully executed copy of contract # 1807 awarded to you on January 10, 1936 for furnishing 13,000 cu. yds. crushed rock in stockpiles on the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

31-120

BATES, LIVELY & PEARSON

INSURANCE GENERAL AGENTS

YEON BUILDING

PORTLAND, OREGON

February 1, 1936.

RECEIVED
FEB 4 1936
STATE HIGHWAY COMMISSION
OREGON

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 1807 - Arthur A. Hardesty

We are sending you today under separate cover contract in quadruplicate covering the construction of the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties.

When these copies have been signed, will you kindly return one copy for the completion of our records as is your usual custom.

Very truly yours,

BATES, LIVELY & PEARSON

FCR/J

By Fred C Reed

cc H. H. [illegible]

FORM S-M-1 25306 500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

31-1202

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
October 16, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith special provisions and estimate of cost for the crushing of necessary rock for construction of the type O-9 oil mat wearing surface on the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties. In addition to the rock to be stock piled for the oil mat surface treatment, there is to be stock piled approximately 5000 cubic yards for future maintenance of the 22.49 miles section. The materials for future maintenance may be placed in the same stock piles as the rock intended for oiling.

I have selected only one quarry for this project, which is approximately in the center of the job as it does not appear that contractor would wish to make two set-ups for the crushing of 15,000 cubic yards. However, I believe it would be advisable to allow contractor to use other sites if suitable rock were obtainable, providing he acquires the right to take such rock.

If this project could be let in conjunction with the Rock Creek-Wallowa Federal Aid Project, it would attract a larger number of bidders and should allow us to secure slightly lower bid price for each project. I, therefore, would consider it advisable to let this crushing work at the next letting with the Rock Creek-Wallowa Project.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

CONTRACT # 1808

WPSO 277 Polk Co. Line-Soap Cr. Sec., 1936
Tampico County Rd.
1808

RECEIVED
JAN 26 1937
FOR FILING
277

January 23, 1937

Mr. G. B. Eckles, Manager
United States Fidelity and Guaranty Co.
1112 Bedell Building
Portland, Oregon

Dear Mr. Eckles:

Reply is made to your letter of the 22nd instant regarding the Saxton & Leoney and J. S. Risley contract, No. 1808, for the construction of the Polk County Line-Soap Creek Section of the Tampico County Road in Benton County.

The original contract was for grading work; however it was extended to include a certain amount of surfacing work so that the new grade would be useable this winter. The State Highway Commission considers that the surfacing work done by the contractor was covered by the bond furnished by the contractor in connection with the grading work notwithstanding that it was performed under special price agreement. It would not have been legal for the Commission to have spent money for the surfacing work under any other condition. In view thereof it will not be possible for us to segregate the amount paid the contractor as you request in the second paragraph of your letter.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

January 22, 1937.

Re: #58002-12-251-36 - Saxton & Looney and J. S. Risley
State Highway Contract No. 1808

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

Upon attempting to effect settlement with Saxton & Looney and J. S. Risley based upon the figures given in your letter of January 16th, we were advised by them that the amount of work that they performed under Contract No. 1808 closely approximated the amount of their bid and that the excess of about $8,000 represented some graveling that they did for the State on an agreed price basis, this work not being a part of the contract and not being covered by our bond.

In order that we may make settlement upon the basis of the amount of work actually covered by our bond, will you kindly give us a segregation of the amount paid the contractor that will show the amount paid the contractor under the contract, and second, the amount paid him covering the work done that was not part of the contract.

Your compliance with this request will be very much appreciated.

Yours very truly,

G. B. Eckles

GBE:W

Manager.

ANSWERED H. B. G.

RECEIVED JAN 23 1937 STATE HIGHWAY COMMISSION

Portland 104 5M 10-7-36

#1808

RECEIVED
JAN 18 1937
FOR FILING
277

January 16, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1808 for the construction of the Polk County Line-Soap Creek Section of the Tampico County Road in Benton County, has been completed by the contractors, Saxton & Mooney and J. S. Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 26, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $20,125.64, including the final payment. Of this amount $126.95 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. byJ. McFarland.

RECEIVED
DEC 23 1936
FOR FILING
STATE DEPARTMENT OF AGRICULTURE

#1808

277

December 22, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton & Looney and J. S. Risley on Contract No. 1808 for the construction of the Polk County Line-Soap Creek Section of the Tampico County Road in Benton County. This payment will be made on or after December 31, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

277a

POST OFFICE BUILDING
PORTLAND, OREGON

December 9, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 277-A, Polk County Line-Coap Creek Section, Tampico Road, Benton County, was made by a representative of this office on November 25, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Form 388—5M—5-36

277

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 7, 1936, 193...

Section Polk County Line - Soap Creek

Highway Tampico

Contractor Saxton, Looney and J.S. Risley

Date of contract Jan 11, 1936, 193...

Date work started " 18, #, 193...

Amount of contract . . . . . $ 12022.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 18772.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 900.00, 4.8 %

Kind of work grading and surfacing

Section prefix 202-1004

Contract number 1808

Date of completion August 31, 1936, 193...

Estimated date of completion Nov. 15, 1936, 193...

Per cent of time elapsed 100 %

Date project was completed ....., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed surfacing during the week and bladed and reshaped surfacing during the latter half of the week.

Spencer on inspection work on this project all week.

Remeasured some extra ditch work on Thursday. Staked an additional Xing pipe 128+00

Mr Eason went over project on Friday PM. Instructed Contractor in regard to blading.

Contractor thought we were asking him to do more blading than required.

RECEIVED
NOV 9 - 1936
DIVISION ENGINEER

Signed .....

Address Newport, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.1	3.1			
Miles partially completed					
Miles completed	3.1	3.1			
Total estimated quantities	3,900	4500			
Estimated quantities moved or placed to date	3,900	4500			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		10			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Benton COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	8						
Men and teams							
Men and trucks under 3 tons	6						
Men and trucks over 3 tons							
Men and tractors	1						
Men and blade	1						

Equipment used during week: Shovels 1, Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., 35 HP diesel tractor ....., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	cloudy		
Wednesday			
Thursday	"		
Friday	fair		
Saturday	"		

500 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 29 1936
FOR FILING

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

October 28, 1936.

IN REPLY PLEASE REFER TO FILE NO.

202-1004

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Herewith a request from Saxton & Looney for an extension of time on their contract No. 1808, being the Polk County Line-Soap Creek Section in Benton County.

The work on this contract has been extended by the inclusion of gravel surfacing under a cooperating agreement between the State Highway Commission and Benton County. The cost of this work in no way involves the Bureau of Public Roads, so that they will not be concerned with this extension of time. The work, however, is under a price agreement on this contract, and an extension therefor must be granted to cover the time required for this surfacing work, which was estimated to be not later than November 10. The consent of surety is attached, and it is recommended that the extension be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
APR 26 1937
FOR FILING
277

October 21,1936

Mr. J. M. Devers
Attorney
Building

Dear Mr. Devers:

I am returning to you herewith three copies of the agreement between the Highway Commission and Benton County relating to the improvement of the Tampico Market road #91a Benton County. These have been signed by both parties and are being returned to you for further disposal in conformance with your request.

I have retained the original for the Commission's records and files and have given one copy to Mr. Bishop.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM
encl.

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

277

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

September 10th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Saxton, Looney & Risley, contractors on the Polk County Line-Soap Creek Section of the Tampco County road in Benton County, Contract No. 1808, F.A.P. No. WPSO-277, have requested an extension of time for thirty days to September 30th. Will you kindly concur in this extension of time.

The months of April, May and June were so wet that the three principal cuts could not be opened up until July, and even now water is being found in considerable quantities. The clay-like character of the ground is such that trucks cannot operate, and the ground is still slightly wet. Work is being expedited as much as possible, and equipment is being used the full hours permitted.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

277

#1604

X

August 31, 1936

Mr. J. M. Gallagher,
c/o John Sheppard,
Route #1,
Corvallis, Oregon.

Dear Sir:

In response to your inquiry of August 27th you are advised that the Saxton & Looney and J. S. Risley Contract No. 1808 - Polk County Line-Soap Creek Section of the Tampico County Road, was awarded on January 11, 1936. The completion date of the contract is September 30, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1808

J. H. GALLAGHER
CONSULTING ENGINEER
MINING - CIVIL - MECHANICAL
2536 N. E. 17TH AVE.
PORTLAND, OREGON

RECEIVED
AUG 29 1936
OREGON

AUG 27 1936

State Highway Com:
Salem Or

Gentlemen Attention Mr Glover:

Would you please advise the
office date of the award of the U.S.M.
Contract. #1808 - Tampico County Road
to Astor & Mooney of Portland. Or.

Thanking you,

Sincerely

H Gallagher

Please address
H. Gallagher
Corvallis Or
R.F.D. #1 - % John Sheppard.

Aug 11 1936

FORM S-A-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

277 Stencil No. 12

August 24, 1936

IN REPLY PLEASE REFER TO FILE NO.

Saxon and Looney
324 Henry Building
Portland, Oregon

Gentlemen:

I have your letter requesting an extension of time on the Polk County Line-Soap Creek section of the Tampco County road project in Benton County. This extension can and will be granted as necessary, but you are advised that it will be impossible to secure the approval of the Bureau of Public Roads, for such an extension without the imposition of the penalty called for under your contract.

It would seem, therefor, that you had better make arrangements to put on such equipment and additional men power as will be needed to complete the job at the earliest possible moment.

Very truly yours,

F. D. EASON
Division Engineer

FDE:RF
c.c H. G. Smith
H. B. Glaisyer

ER.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 277

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. O. Caufield
Highway Engineer

Encls.

ER-A4pr-2603

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPO 277

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935. (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 9th day of December, 1935, a project statement, which was approved by the Secretary on the 23rd day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 16th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

Thirteen thousand, two hundred twenty-four and 20/100

dollars ($ 13,224.20) as the share of the United States payable under said act on account of [redacted] said project, which [redacted] is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 124+00, in the SW¼, Sec. 13, T. 10 S., R. 5 W., and Survey Station 287+95, a point on the Polk-Benton County Line, on the section line between Sec. 4 and 9, T. 10 S., R. 5 W., W.M., with exception of bridge, Station 273+20 to 273+43,

, length 3.100 miles, in Benton County, being Oregon U. S. Works Program Highway project No. WPSO 277, consisting of 3.100 miles of roadway and 20 bridges, of more than 20 feet clear span, known locally as the Polk County Line-Soap Creek Section of Empire Road.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of Thirteen thousand, two hundred twenty-four and 20/100 dollars ($ 13,224.20), certified to the Secretary of the Treasury as above mentioned, which [redacted] dollars ([redacted]), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the County of Benton pursuant to its agreement of January 11, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Goodrich

Member, State Highway Commission
(Title of officer)

By F. L. Loomis

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

6—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Highway Project No. [illegible], State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 13,224.20 as the total estimated cost of said project, and the sum of $ 13,224.20 as the share of the United States, payable under said acts on account of such project, which [redacted] said total estimated cost.

Done at the city of Washington, this 16th day of June one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By [signature]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

April 20, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirt

Herewith are enclosed two signed copies of project agreement for the Polk County Line-Soap Creek Section, Project No. WPSO-277.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

(Stencil #28) **UNITED STATES DEPARTMENT OF AGRICULTURE**

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 277

POST OFFICE BUILDING
PORTLAND, OREGON

March 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

277

March 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Polk County Line-Soap Creek Section, Project No. WPSO 277.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MZ

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 277

POLK COUNTY LINE-SOAP CREEK SECTION OF THE TAMPICO ROAD IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 2, 1936

All Required		Clearing and Grubbing		$ 1,030.00
350	cu. yds.	Trench Excavation	$ 1.00	350.00
33,000	cu. yds.	Common Excavation	0.20	6,600.00
1,900	cu. yds.	Solid Rock Excavation	0.80	1,520.00
43,000	yd. sta.	Overhaul	0.02	860.00
2,500	yd. mi.	Trunk Haul	0.10	250.00
3.10	miles	Finishing Roadbed and Slopes	100.00	310.00
60	lin. ft.	8" Concrete Pipe	0.70	42.00
370	lin. ft.	12" Concrete Pipe	1.00	370.00
160	lin. ft.	18" Concrete Pipe	2.25	360.00
120	lin. ft.	24" Concrete Pipe	2.75	330.00
		Subtotal		$ 12,022.00
		10% Engr. & Cont.		1,202.20
		Total		$ 13,224.20

Length of Roadwork 3.100 miles
" " 1 Bridge (Exception) .005 "
Total Length 3.105 "
Cost per mile, roadwork $ 4,265.87

WPSO Funds Requested- $ 13,224.20

Estimated Labor Required 10,000 man-hours
Cost of Labor $ 6,000.00
Cost of Materials $ 900.00

Funds for Maintenance See agreement executed by County January 2, 1936 and by Highway Commission January 11, 1936.

277

February 28, 1936

Saxton & Looney & J. S. Risley
324 Henry Building
Portland, Oregon

Dear Sirs:

By express we are forwarding to you today a fully executed copy of contract # 1808 awarded to you on January 11, 1936, for the grading of 3.10 miles of the Polk County Line-Soap Creek Section of the Tampico County Road in Benton County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

FORM S-A-1 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

271

OREGON STATE HIGHWAY COMMISSION

SALEM

January 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
O f f i c e

Dear Sir:

Herewith six copies of an agreement executed by the Benton County Court, in which they agree to reimburse the state for any expenditures made upon the Polk-Benton County Line - Soap Creek Section, Tampico Road, which the Federal Government will not pay. These are for the signatures of the State Highway Commission.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

277

January 14, 1926

Mr. S. H. Probert
Office Engineer
O f f i c e

Dear Sir:

On January 11 the Commission awarded to Sexton & Looney and J. S. Risley the contract for the grading of the Polk County Line-Soap Creek Section of the Tampico County Road, in Benton County, for which bids were opened on January 9. The Commission also, on January 11, awarded to Edwin Gerber the contract for the construction of the Clackamas County Oiling Project on their low bid, using road oil. Bids for this project were opened on January 9.

On January 10 the Commission awarded to Jacobsen-Jensen Company the contract for the construction of the 122d Avenue-Troutdale Section of N. E. Halsey Street, Multnomah County, for which bids were taken on January 9.

Very truly yours,

Secretary

MBG:MBL

Award Tampico and
Cloudcroft jobs
to Lynch

January 14, 1936

Mr. OscarCutler
Assistant Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am returning to you herewith five copies of the agreement with Benton County, covering the maintenance of the Tampico Market Road from the Benton-Polk County Line to Soap Creek, which is Project No. NPSO-277.

I have retained one copy of the agreement pending the writing up of the minutes. These agreements have all been signed by the Highway Commission and are returned to you for further disposal.

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp
Enc. 5

January 14, 1936

Mr. Oscar Cutler
Assistant Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am herewith returning to you five copies of the agreement with Clackamas County, covering the maintenance of 27.87 miles of county roads in Clackamas County, which mileage is specifically described in said agreement. These are projects No. WPSO 270, 273, 271, 275, 274, 272, 269, and 276.

All copies have been signed by the Highway Commission with the exception of Mr. Cabell's signature on one, and I am returning them to your office for further disposal. I am retaining one copy of the agreement pending writing up of the minutes.

Very truly yours,

H. B. Gleisyer, Secretary

HBG:dp
Enc. 5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Highway project WPSO 277, Polk County Line-Soap Creek section of Tampico County Road, to Saxton & Looney and J. S. Risley, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

277

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 23, 1935 approved the project statement for Oregon U. S. Works Program Highway Project No. WPS 277, involving the improvement of 3.1 miles of the Polk County Line-Soap Creek Section of the Tampico Road between a point on the Polk County-Benton County Line on the north line of Section 9, T.10 S., R. 5 W., and a point in Section 13, T.10 S., R.5 W., in Benton County.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
Highway Engineer

277

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

December 18, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program project No. WPSO 277, the Polk County Line-Soap Creek Section of the Tampico Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our recommendation for approval of this project is subject to the condition that your office furnish a statement from the State representative of WPA, showing that relief labor is available for same.

Concurrence in award of contract will be withheld pending approval of the project statement.

Copies of county maintenance agreement should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

277

December 9, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Polk County Line-Soap Creek Section, Project No. SPSD 277.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/EH

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPBO 277

POLK CO. LINE-BEAR CREEK SECTION OF THE TANEYTOO ROAD IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 9, 1935

All Required		Clearing and Grubbing		$ 500.00
350	cu. yds.	Trench Excavation	$ 0.75	262.50
33,000	cu. yds.	Common Excavation	0.26	8,580.00
1,900	cu. yds.	Solid Rock Excavation	0.70	1,330.00
43,000	yd. sta.	Overhaul	0.02	860.00
2,500	yd. mi.	Truck Haul	0.18	450.00
3.10	miles	Finishing Roadbed and Slopes	200.00	620.00
60	lin. ft.	8" Concrete Pipe	0.90	54.00
370	lin. ft.	12" Concrete Pipe	1.10	407.00
160	lin. ft.	18" Concrete Pipe	2.30	368.00
120	lin. ft.	24" Concrete Pipe	3.30	396.00
		Subtotal		$ 13,827.50
		10% Engr. & Cont.		1,382.75
		Total		$ 15,210.25

Length of Roadwork	3.100 miles
" " 1 Bridge (Exception)	.005 mile
Total Length	3.105 miles
Cost per mile, Roadwork	$ 4,906.53

WPBO Funds Requested- $ 15,210.25

Estimated Labor Required	10,000 man-hours
Cost of Labor	$ 9,000.00
Cost of Materials	$ 900.00

277

December 9, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of project statement for the Polk County Line-Sheep Creek Section of the Tampico Road to which has been assigned Project No. WPSO 277.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

H. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. FPS 277
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 9, 1935

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Polk County Line-Soap Creek Section, Tampico Road
2. Between ~~control points of official description:~~ a point on county line and north boundary line of N. E. ¼ Sec. 9, T. 10 S., R. 5 W., and a point in S. W. ¼, Sec. 13, T. 10 S., R. 5 W.
3. Between intermediate control points if used: _____ and _____

County of Benton

4. Length in miles (gross) 3.10 (net) 3.10
5. Preliminary estimate of cost: Total, $ 15,000; section of road to be first improved, $ 15,000

of which $_____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: _____ (Amount.)

_____ (Source; refer to statute.)

(*b*) County _____ (Amount.) (Source; refer to statute.)

_____

8—30T3

PROJECT NO.
STATE

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chapter 173, Laws 1917; Chapter 31, Laws 1920.
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: _____

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: _____

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: _____

11. Additional remarks: _____

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

_____
(Official title of Highway Department.)

By _____

_____
(Title of officer.)

By _____

_____
(Title of officer.)

By _____

_____
(Title of officer.)

8—5073

POLK CO. LINE

TAMPICO ROAD

BENTON COUNTY

PROJECT NO. W F S - 677

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Benton County. Federal Classification and Number WPSO- 277.

Name of section proposed for improvement Tampico Road

located between Benton-Polk County Line and a point three miles southeast on county road extending from West Side Pacific Highway to Airlie.

Type of improvement proposed Grading and surfacing.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks.

6. Traffic density 160 passenger cars, 11 light trucks.

7. How will proposed improvement be maintained? By Benton County by agreement with Oregon State Highway Commission

Benton County. Federal Classification and Number WPSC- 277.

Name of section proposed for improvement Pampico Road

located between Benton-Polk County Line and a point three miles southeast on county road extending from West Side Pacific Highway to Airlie.

Type of improvement proposed Grading and surfacing.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks

6. Traffic density 160 passenger cars, 11 light trucks

7. How will proposed improvement be maintained? By Benton County by agreement with Oregon State Highway Commission

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

CONTRACT # [redacted] 1809

WPSO 269-276 Clackamas County Oiling 1936
8 Sections County Rd.
[redacted]
1809

RECEIVED
JAN 22
FOR FILING
269-276

January 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of December 28, with attached reports, indicating maintenance inspection made on December 13 of the Federal Aid Secondary Highways previously constructed with Federal funds in Clackamas County.

Mr. Cutler reports that, in company with two members of the County Court of Clackamas County and Mr. Cameron, an inspection of the roads was made on January 14.

Two of the roads mentioned in your report, the Trachsel Road in the vicinity of Estacada, and the Molalla-Wilhoit Road, were particularly called to the attention of the county court, who advised that they would endeavor to remedy the conditions during 1946 and that they would also perform additional re-oiling and patching. They stated they would also plan to do additional ditching work on the other roads, also patching and resealing, and hoped to be able to correct the conditions in 1946.

Mr. Cutler advises that the attitude of the present county court seems to be one of cooperation and is of the opinion that the county will make an honest effort to correct the conditions.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Oscar Cutler

RECEIVED
JAN 11 1946
FOR FILING

FA 269-276

January 4, 1946

Mr. Oscar Cutler

Dear Sir:

With regard to the Public Roads Administration reports on maintenance of secondary federal aid highways in Clackamas and Polk Counties, please arrange for an inspection trip with the county judges and commissioners and Mr. Cameron, taking copies of the letters from the Public Roads Administration with you on the trip.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. J. F. Cameron

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

December 28, 1945.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the maintenance of ten Federal Aid projects in Clackamas County. Inspection in 1944 revealed that five of the ten projects were in an unsatisfactory condition due to failure of the County to meet the maintenance obligation assumed under the respective cooperative agreements.

Following receipt of the 1944 maintenance inspection reports, our Washington Office requested advice as to any existing reasons why this unsatisfactory performance of the maintenance obligation should not, in accordance with Section 11.8 of the rules and regulations approved January 13, 1939, form the basis for withholding approval of a future Federal Aid Secondary Construction Program in this County.

To provide Clackamas County with every possible change to meet their obligation and remove the necessity for involving this regulation, a joint inspection of all ten projects was made by Mr. Cutler from your office, Mr. Cameron of this office, and the three members of the County Court. Necessity for repairs was found on each of the ten projects, and it was mutually agreed that certain work would be done in 1945, particularily with reference to recoiling, sealing and bituminous patching. As a result of an inspection on December 13, 1945, it was found that some bituminous work had been performed, and we have changed the unsatisfactory status of three of the five projects, leaving two which are still in an unsatisfactory condition. Our comments on the two unsatisfactory projects are as follows:

FAP 272A - Trachsel Road

The bituminous mat is heavily patched at points where little drainage exists or where it was previously lacking. The base needs reinforcing at mile 0.0 to 0.2 (north end) and 0.61 to 0.78. The entire project needs a seal.

The ditches are heavily clogged with grass, weeds and debris and the surface has little chance of survival until the drainage is taken care of by cleaning of the ditches and cutting back high

sod shoulders which confine water to the roadway.

FAP 276A - Molalla - Wilhoit Road

On the 1945 joint inspection, it was found that 50% of this bituminous surface had disintegrated. The County had resurfaced the broken portions with crushed rock. The remaining 50% was alligatored, potholed and distorted. The County Court agreed to resurface the entire project and recoil, but would not agree to do this in 1945, claiming they had neither the equipment nor funds in the 1945 budget for this work.

The present inspection reveals no improvement in the condition of this surface or of the drainage, which is entirely inadequate. To place this project in a satisfactory condition, the bituminous surface should be restored. It was however, agreed that the project should be resurfaced to provide additional strength before recoiling.

In conclusion, it is felt that the County has made considerable improvement in the overall status of the ten projects, and if the necessary work on the two projects noted above is programmed for the 1946 season, the unsatisfactory status can be entirely removed. Will you take this matter up with the County Court and endeavor to secure such a program? We would like to be advised as to what may be expected in this regard.

Copies of maintenance inspection reports for all ten Clackamas County projects are enclosed herewith.

Very truly yours,

T. M. DAVIS
District Engineer.

Encl.

RECEIVED
JAN 3 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

Copies sent to Cutler.

cc Mr. Cesar Cutler

RECEIVED
JUL 17 1944
FOR FILE

269-276

July 15, 1944

Honorable County Court of Clackamas County
Oregon City, Oregon

Gentlemen:

I am quoting a letter from W. H. Lynch, under date of July 3, relative to the maintenance of roads in Clackamas County which were built in part with federal money under an agreement executed by the County Court of Clackamas County and the State Highway Commission, in which Clackamas County obligated itself to maintain these federal aid projects on county roads in a manner satisfactory to the Federal Government.

"Maintenance Inspection of a number of Federal Aid Projects in Clackamas County was made on June 22 and 23.

"The maintenance on the following projects has been reported as Unsatisfactory:

"269-A- Redland Store-Logan Road
272-A- Trecheel Road
274-A- Firwood-Estacada, Firwood-Dover Section
275-A- Bluff Road-Multnomah County Section
276-A- Molalla-Wilhoit Highway, Missouri Ridge Section

"It is requested that Clackamas County be advised that we have found that the bituminous surface on each of the above projects is badly in need of repair; ditches show little or no cleaning since the inspection in 1943, and the shoulders in most instances are heavily overgrown with brush and weeds.

"We should like to be advised of the County's 1944 program for each of the projects mentioned."

Mr. Lynch of the Public Roads Administration would like to be advised as to your 1944 program in relation to the projects mentioned. Please write to this office so that we may advise him.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. Oscar Cutler

RECEIVED
JUL 17 1944
FOR F...

269-276

July 15, 1944

Honorable County Court of Clackamas County
Oregon City, Oregon

Gentlemen:

I am quoting a letter from W. H. Lynch, under date of July 3, relative to the maintenance of roads in Clackamas County which were built in part with federal money under an agreement executed by the County Court of Clackamas County and the State Highway Commission, in which Clackamas County obligated itself to maintain these federal aid projects on county roads in a manner satisfactory to the Federal Government.

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"The maintenance on the following projects has been reported as Unsatisfactory:

"269-A- Redland Store-Logan Road
272-A- Trachsel Road
274-A- Firwood-Estacada, Firwood-Dover Section
275-A- Bluff Road-Multnomah County Section
276-A- Molalla-Wilhoit Highway, Missouri Ridge Section

"It is requested that Clackamas County be advised that we have found that the bituminous surface on each of the above projects is badly in need of repair; ditches show little or no cleaning since the inspection in 1943, and the shoulders in most instances are heavily overgrown with brush and weeds.

"We should like to be advised of the County's 1944 program for each of the projects mentioned."

Mr. Lynch of the Public Roads Administration would like to be advised as to your 1944 program in relation to the projects mentioned. Please write to this office so that we may advise him.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. Oscar Cutler

July 3, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Attention: Mr. Oscar Cutler, Assistant Staff Engineer

Maintenance Inspection of a number of Federal Aid Projects in Clackamas County was made on June 22 and 23.

The maintenance on the following projects has been reported as Unsatisfactory:

[illegible]- Redland Store-Lyman Road
272-A- Trachsel Road
274-A- Fairwood-Estacada, Fairwood Cover Section
275-A- Bluff Road-Multnomah County Section
276-A- Molalla-Wilhoit Highway, Missouri Ridge Section

It is requested that Clackamas County be advised that we have found that the bituminous surface on each of the above projects is badly in need of repair; ditches show little or no cleaning since the inspection in 1943, and the shoulders in most instances are heavily overgrown with brush and weeds.

We should like to be advised of the County's 1944 program for each of the projects mentioned. //

Very truly yours,

[illegible]
District Engineer

By
[illegible]
Principal Highway Engineer

RECEIVED
JUL 5 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1942
FOR FILE

270-B-1

October 20, 1942

Clackamas County Court
Oregon City, Oregon

Gentlemen:

Herewith copy of a letter, and pictures, from the Public Roads Administration, concerning the condition of the Newberg-Wilsonville Road which was improved some years ago with federal funds.

Complaint is made by the Public Roads Administration that the drainage is blocked with brush, vines, and sod. Good drainage is an important factor in the life of a road surface. We are requested to call this to your attention and would appreciate your taking such action as existing circumstances will permit to open the ditches and cut the brush.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. W. H. Lynch
Mr. E. A. Collier
Mr. Caesar Cutler

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

October 8, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAP 270-A (1), Newberg-Wilsonville Road, was made on August 27.

The project is maintained by Clackamas County. The report of inspection states that the drainage is clogged with brush, vines and sod. The accompanying pictures illustrate the condition and some of the damage which has resulted.

It is requested that you call this to the attention of Clackamas County and ask them to do whatever may be possible under existing circumstances to improve the drainage.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
OCT 9 1942
STATE HIGHWAY COMMISSION

REFERRED TO
Collier
by oral request

Discuss this
with Collier
and then have
him see me
about it

NOTED
E. A. COLLIER

FORM 2-8-1 SM 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. CLAGETT, SECRETARY

RECEIVED
JAN 31 1939
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

January 23, 1939

NOTED
C. B. McCullough

Mr. C. B. McCullough
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

On January 21st I made an inspection of the three Federal Aid Projects on Clackamas County Roads on which the Bureau of Public Roads reported unsatisfactory maintenance conditions in the early part of December. County Engineer John I. Roberts and County Road Superintendent John Raicy represented the County Court. The reported troubles and the remedies proposed are as follows:

F.A.P. 270-A Yamhill County Line-Wilsonville Section

1. Ditches weed-grown and blocked by vegetation.
   Saw no standing water, but some blackberries and brush will be cut and ditches cleaned where needed by the county soon.

2. Shoulders weed-grown, rutted and rough.
   Shoulders will be bladed soon by the county.

3. Guard rail knocked out.
   A section of fill and fence slid out. The county replaced and widened the cut so this section of fence is no longer required. Will clean up the old pieces of fence.

4. Federal Aid markers have been set by the state.
   The oil surface on this road is in excellent shape.

F.A.P. 272-A Trachsel Road

1. Extensive break in oil surface on high fill.
   This fill settled after oil was placed and has been unstable up to this winter. The county have placed rock and brought the fill up each winter and plan to oil it this summer.

2. Ditches have been cleaned in December and appeared satisfactory.
   The wet gravel cut at the east end of the job has caused trouble. The county have cross cut this with trenches and placed trench drains and patched the surface. High gravel shoulders here will be removed by the county.

3. Federal Aid markers have been placed by the state.

FORM 5-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. CLAYPOOL, SECRETARY

RECEIVED
JAN 31 1939
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
5200 S. E. McLOUGHLIN
PORTLAND, OREGON

January 23, 1939

NOTED
C. B. McCullough

Mr. C. B. McCullough
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

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F.A.P. 270-A Yamhill County Line-Wilsonville Section

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   Saw no standing water, but some blackberries and brush will be cut and ditches cleaned where needed by the county soon.

2. Shoulders weed-grown, rutted and rough.
   Shoulders will be bladed soon by the county.

3. Guard rail knocked out.
   A section of fill and fence slid out. The county replaced and widened the cut so this section of fence is no longer required. Will clean up the old pieces of fence.

4. Federal Aid markers have been set by the state.
   The oil surface on this road is in excellent shape.

F.A.P. 272-A Trachsel Road

1. Extensive break in oil surface on high fill.
   This fill settled after oil was placed and has been unstable up to this winter. The county have placed rock and brought the fill up each winter and plan to oil it this summer.

2. Ditches have been cleaned in December and appeared satisfactory.
   The wet gravel cut at the east end of the job has caused trouble. The county have cross cut this with trenches and placed trench drains and patched the surface. High gravel shoulders here will be removed by the county.

3. Federal Aid markers have been placed by the state.

F.A.P. 271-A Boring-Peterson Corner

1. Ditches and shoulders weed-grown.
   County will cut two patches of blackberries and light blade the shoulders in near future.

2. Federal Aid markers have been placed by the state.

As soon as the county notifies me these items have been performed, I will run over these roads again with them and report the condition to you.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC J. N. Bishop
J. I. Roberts, County Engineer
Clackamas County Court House
Oregon City, Oregon

RECEIVED
JAN 20 1939
FOR FILING

January 18, 1939.

Mr. E. B. McNaughton,
First National Bank of Portland,
Portland, Ore.

Dear Sir:

Relative to the meaning of the insignia or marker "TAS 270 A" placed at the Clackamas-Yamhill County Line on the Newberg-Wilsonville County Road, wish to advise that this marker designates one end of a highway project upon which Federal funds have been expended. Such markers are placed at each end of all projects upon which Federal funds have been expended regardless of whether the road is a primary or secondary highway or county road.

We believe that the letters on this particular marker are "FAS" instead of "TAS" and this signifies that the project is either on a secondary highway or a county road. The number 270 is a number given to this road by the Bureau of Public Roads and the "A" signifies that this is the first project or section which has been constructed - future projects if and when constructed, will be given the letters "B", "C", "D", etc., in the order in which they are constructed.

This particular section, Yamhill County Line-Wilsonville was surfaced and oiled with Federal funds set up for use on county roads under the Works Progress Administration. We do not believe that the balance of the road from the county line to Newberg can be improved in the near future as it has not been designated on on the Federal Aid Market Road Highway System, and since it is not on the Highway System, neither can State Highway funds be expended.

Yours very truly,

C. B. McCULLOUGH
Asst. State Highway Engineer.

E

E. B. MacNAUGHTON
THE FIRST NATIONAL BANK OF PORTLAND
PORTLAND, OREGON

RECEIVED
JAN 18 19[illegible]
[illegible] COMMISSION

January 16, 1939

State Highway Department
Salem, Oregon

Gentlemen:

I have a summer place midway between Wilsonville and Newberg on the Wilsonville-Newberg Highway. It is directly on the county line between Clackamas and Yamhill Counties. The road from Wilsonville to Newberg has an oil macadam dressing. The road to Newberg has no surfacing.

Last week a designation post was set by your men bearing the insignia "TAS 270A" with the arrow pointing towards Wilsonville. The man on my place is curious to know what these figures mean, and I couldn't tell him, therefore, I am writing to you for the information.

If this indicates that the Wilsonville end of the road has been taken over by your department under the Federal Aid Market Road Program, then is there any chance of the balance of the road from my place to Newberg being designated and improved?

I will be pleased to hear from you.

Yours truly,

E. B. MacNaughton

EBM:KJ

RECEIVED
JAN 18 1939
OFFICE OF
[illegible]

FORM S-S-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. [illegible], WILSONVILLE
R. H. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 20 1939
FOR FILING
272

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

January 19, 1939

Clackamas County Court
Oregon City, Oregon

Attention: E. L. Pope, County Judge

NOTED
Asst. State Highway Engineer

Gentlemen:

On December 16th, Assistant State Highway Engineer C. B. McCullough called your attention to a report by the U.S. Bureau of Public Roads that the maintenance of certain county-maintained highways was unsatisfactory; namely, Trachsel Road, Boring-Paterson Corner, and Yamhill County Line-Wilsonville. He asked me to go over these sections with the court or your county engineer.

Please advise when it will be convenient for me to call at Oregon City. I presume you are pretty busy and think your engineer or roadmaster could cover these with me in half a day.

This is a follow-up to my letter of January 7th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
cc: C. B. McCullough

Form S-A-1 Rev 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, MCMINNVILLE
H. B. CLAGETT, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Jan. 4,1939.

Mr. W. O. Widdows,
Asst. Maint. Engineer,
Shops.

NOTED
Asst. State Highway Engineer

Dear Sir:

Temporary stakes have been set for Federal Aid Markers on the 8 Clackamas County Oiling jobs, WPSO 269-A & WPSO 276-A & The Forest Grove-Balm Grove Section WPSO 293-A and Carver Redland Section, FAS 24-A.

Attached are the field notes showing the location of the markers.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

January 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

In compliance with your recent request, I have had Lester Clinefelter set stakes by which to set Federal Aid markers for the following projects:

(1) F.P.S.O. 269-A to F.P.S.O. 276-A — 8 Clackamas County Oiling Jobs

(2) F.P.S.O. 293-A — Forest Grove-Belm Grove

(3) F.A.S. 24-A — Carver-Redland

Mr. Clinefelter's notes for the above are enclosed herewith.

I will also have him set stakes for St. Helens-Bachelor Flat, Thompson Road and Hillsboro-Airport.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

FORM S-A-1 5M 9-38

COMMISSIONERS
HENRY F. GASSELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 19, 1938

Mr. E. A. Gollier
Division Office
9200 S. E. McLoughlin Blvd.
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

We are advised that Federal Aid Markers have not been placed on the Clackamas oiling project, Federal Aid numbers 270-A, 271-A and 272-A.

Will you please have the temporary markers set immediately and advise this office as to their locations in order that the posts may be set.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
F

CC to:
R. H. Baldock

RECEIVED
DEC 19 1938
FOR FILING
272-A

December
16th
1938

Hon. County Court
Clackamas County
Oregon City, Oregon

Gentlemen:

I am handing you herewith a copy of a letter received from Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, in which he reports the unsatisfactory condition of Oregon F.A.P. 272-A, Trachsel Road, as the result of the maintenance inspection made by the Bureau of Public Roads inspector on December 6, 1938.

I have requested Mr. E. A. Collier, Division Engineer, to make an inspection of this section with either the County Court or the County Engineer, as you desire, and discuss the matter on the ground in order that he may be familiar with the steps you intend to take to remedy the conditions complained of by the Bureau.

It will also be necessary that Mr. Collier make a second inspection so that we can notify the Bureau of Public Roads when the conditions have been corrected.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBMcC/JNB/er

cc W. H. Lynch
J. N. Bishop
E. A. Collier;- Please go over this section with the County Court or the County Engineer and report what steps are being taken to correct the conditions complained of as well as any comments you have to make on the conditions as you find them.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
DEC 15 1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

REFERRED TO
Mr Bishop
By Asst. State Highway Engineer

Dear Sir:

Maintenance inspection of Oregon F.A.P. 272-A, Trachsel Road in Clackamas County, was made on December 8.

The report of inspection indicates that the condition of this project as respecting the surface, drainage and shoulders, is poor.

To acquaint you with the conditions as we found them on the above date, two copies of our inspection report are enclosed.

We agree that the two items of primary importance insofar as this particular road and project are concerned are the surface and the drainage. It is these items especially which, in our opinion, are not being adequately maintained.

In our letter of December 16, 1937, we referred to conditions similar to those now existing. The extensive break in the oil surface has not been repaired, and it appears as though other portions where there are holes in the pavement could have been patched when the weather was suitable for such work.

The condition of the ditches is such that in the case of prolonged rain or sudden melting of snow, a condition which may soon exist, considerable damage could occur to the surface.

Although the maintenance of this project is to be performed by Clackamas County, the cooperative agreement is between the State and Federal Government; and for this reason, we are calling it to your attention and requesting that necessary steps be taken to place the items referred to in a satisfactory condition.

We noted in our December 16, 1937, letter that Federal Aid markers have not been installed on the project.

We would appreciate having these placed to clearly define the limits covered in the cooperative agreement.

Yours very truly,

W. H. LYNCH,
District Engineer

By: F. E. Andrews,
Sr. Hwy. Engr.

Encl.
2 ~~ss~~ Inspection Reports

RECEIVED
DEC 15 1938
OFFICE OF
MAINTENANCE ENGINEER

Form M-8

U. S. BUREAU OF PUBLIC ROADS
Highway Maintenance Inspection

F. A. P. No. 272
S. P. No. .....
For. Hwy. P. No. .....

State Oregon ..... County Clackamas ..... U. S. Highway No. - ..... State Highway No. -

F. A. type	451								
Present type	451								
Length surface	1.174								
Width surface	18								
Year built	1936								
Bridges over 20-foot in this rating — Type									
Bridges over 20-foot in this rating — Length									
Bridges over 20-foot in this rating — Width									

Elements	Weights	Description of Condition	Ratings Based on Condition
Surface.	40	Generally this surface is good. However, there are several real bad spots, in one of which the oil is entirely gone. There is probably a spring at this place. At the Estacada end the surface has failed. Last year's failure is patched but there is	(24)
Drainage.	25	Ditches are weed grown—shoulders too high and hold water next to pavement.	(20)
Shoulders.	10	Very poor. Weed grown and never bladed.	(6)
Major structures, 20- to 150-foot span.	10	None.	(10)
Minor structures, not over 20-foot.	5		(5)
Roadside cleaning.	5	Poor appearance. Weeds ragged.	(3)
Traffic service.	5	No center stripe. Signs O.K.	(4)

Traffic census .....
Rating of section 82
F. A. markers in place: Yes☐ No☒
Satisfactory: Yes☒ No☐
Remarks: .....

more additional places cracked and alligatored. Due to improper drainage largely.

Maintenance forces encountered .....
None.

Date of inspection 12/8/38 Inspected by J. F. Cameron, Assoc. Hwy. Engr.

U. S. GOVERNMENT PRINTING OFFICE 8—11620

RECEIVED
DEC 19 1938
FOR FILING
271-A

December
16th
1938

Hon. Court Court
Clackamas County
Oregon City, Oregon

Gentlemen:

I am handing you herewith a copy of a letter received from Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, in which he reports the unsatisfactory condition of Oregon F.A.P. 271-A, Boring-Paterson Corner Section of the Clackamas-Boring Highway, as the result of the maintenance inspection made by the Bureau of Public Roads inspector on December 7, 1938.

I have requested Mr. E. A. Collier, Division Engineer, to make an inspection of this section with either the County Court or the County Engineer, as you desire, and discuss the matter on the ground in order that he may be familiar with the steps you intend to take to remedy the conditions complained of by the Bureau.

It will also be necessary that Mr. Collier make a second inspection so that we can notify the Bureau of Public Roads when the conditions have been corrected.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBMcC/JNB/er

cc W. H. Lynch
J. N. Bishop
E. A. Collier,- Please go over this section with the County Court or the County Engineer and report what steps are being taken to correct the conditions complained of as well as any comments you have to make on the conditions as you find them.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

December 13, 1938

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 15 1938
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
J. N. Bishop
By Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon F.A.P. 271-A, Clackamas-Boring Highway, Boring-Paterson Corner Section, was made on December 7.

The report of inspection states that the ditches are clogged with a heavy growth of weeds, which also completely cover the shoulders.

While we do not expect main road standards of clean-up on projects of this kind, it is believed essential that the drainage be kept open at this time of year.

It is noted that Clackamas County is responsible for maintenance, but as the cooperative agreement is between the State and Government, we are requesting that you take necessary steps to remedy the conditions noted.

It was observed that no Federal Aid markers have been installed for this project.

Yours very truly,

W. H. LYNCH,
District Engineer

By F. E. Andrews
F. E. Andrews,
Sr. Hwy. Engr.

RECEIVED
DEC 15 1938
OFFICE OF
MAINTENANCE ENGINEER

RECEIVED
DEC 19 1938
FOR FILING
270-A

December
16th
1938

Hon. County Court
Clackamas County
Oregon City, Oregon

Gentlemen:

I am handing you herewith a copy of a letter received from Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, in which he reports the unsatisfactory condition of Oregon F.A.P. 270-A, Yashill County Line-Wilsonville section of the Newberg-Wilsonville Highway, as the result of the maintenance inspection made by the Bureau of Public Roads inspector on December 5, 1938.

I have requested Mr. E. A. Collier, Division Engineer, to make an inspection of this section with either the County Court or the County Engineer, as you desire, and discuss the matter on the ground in order that he may be familiar with the steps you intend to take to remedy the conditions complained of by the Bureau.

It will also be necessary that Mr. Collier make a second inspection so that we can notify the Bureau of Public Roads when the conditions have been corrected.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBMcC/JNB/er

cc W. H. Lynch
J. N. Bishop
E. A. Collier :- Please go over this section with the County Court or the County Engineer and report what steps are being taken to correct the conditions complained of as well as any comments you have to make on the conditions as you find them.

J.N.B.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
DEC 15 1938
STATE HIGHWAY COMMISSION

December 13, 1938

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

REFERRED TO
Mr Bishop
By Asst. State Highway Engineer

Mr. R. H.Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon F.A.P. 270-A, Newberg-Wilsonville Highway-Yamhill County Line-Wilsonville Section, was made on December 5, 1938.

The report of inspection states that the ditches are heavily weed grown and blocked by vegetation. It is further noted that the shoulders are weed grown, rough, irregular and rutted at the pavement edge, which ruts hold water and soften the subgrade at the edge of the bituminous mat.

It is further observed that a portion of guard rail has been knocked out and not replaced, the existing guard rail needs paint badly and the general appearance is very ragged.

It is noted that maintenance is to be performed by Clackamas County. However, as the cooperative agreement is between the Government and the State, we are calling this matter to your attention and requesting that steps be taken to remedy the conditions noted.

It is noted that no Federal Aid markers have been placed on this project.

Yours very truly,

W. H. LYNCH,
District Engineer

By: F. E. Andrews,
Sr. Hwy. Engr.

RECEIVED
DEC 15 1938
OFFICE OF
MAINTENANCE ENGINEER

RECEIVED
DEC 2 1938
OR I

269 to 276

COPY

June 9, 1938

Honorable Rufus C. Holman,
State Treasurer,
Salem, Oregon.

Dear Sir:

Enclosed I am handing you County Warrants submitted as a share in cooperative work as follows:

Linn County Warrant No. 9431
Corvallis Junction-Peoria Section
of the Corvallis-Harrisburg Road.....$30.72

Clackamas County Warrant No. B 28480,
Oiling of 8 county road sections.....$189.06

269-276

Kindly credit these amounts to the State Highway Fund as County Cooperation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. V. Hollenberg
Bookkeeper

RVH:MN
Enc.

RECEIVED
FEB 9 1938
FILED

276

February 8, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five blueprint copies of typical cross-section sheet for the Herman Ranch-Missouri Ridge Section, Project No. WPSO 276, which has been revised in accord with the constructed roadway widths.

We are enclosing herewith a copy of the statement of completed Federal Aid work, revised to show separately the costs of the two roadway widths.

We have been advised by Mr. Collier, Division Engineer, that the surfaced roadway on a portion of the project was of insufficient width to carry the 18-foot oil mat surface, and it was necessary to reduce the oiled surface on this portion to 16 feet in width.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JAN 28 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 24, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The final voucher submitted for Oregon project WPSO 276, Herman Ranch-Missouri Ridge Road section of the Molalla-Wilhoit Road, has been audited and reviewed in this office, but cannot be forwarded for payment until the plan sheets requested in our letter of December 15, 1937, have been received. Will you please submit these sheets as soon as possible?

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.
January 26, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. W. Nash

Dear Sir:

Your letter of January 19th received requesting that we measure the width of oil on the Herman Ranch-Missouri Ridge Section of the Molalla-Wilhoit Road.

Engineer Stewart made no report on variations in the width of the oil placed on this road, but Inspector La Fontaine states that on part of this the road the grade and rock surfacing was narrower than would permit construction of the 18 ft. of oil planned.

We had fifteen measurements made of the width and these indicate that the first 1.5 miles on the south end were oiled 16 ft. wide and the remainder of the road 18 ft. wide.

Trusting this will permit you to complete your records, I am,

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

January 19, 1938

Mr. E. A. Callier
Highway Division Engineer
Weatherly Building, Room 605
Grand Ave. & E. Morrison St.
Portland, Oregon

Dear Sirs

Reference is made to your letter of December 30, 1937, concerning the constructed width of the Herman Ranch-Missouri Ridge Section of the Molalla-Wilhelt Road.

In accord with your suggestion, we have endeavored to contact Mr. La Fountaine, who was inspector on the job. However, he is no longer in the employ of the department, and although we had information indicating he was to work for another State department, the position apparently has not materialized.

Accordingly, rather than delay the furnishing of the desired information to the Bureau of Public Roads further, it is our suggestion that the oiled width be measured.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

...MISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

Dec. 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention S. H. Probert

Dear Sir:

Your letter of Dec. 29th received concerning width on Herman Ranch-Missouri Ridge Road Section of Mollala-Wilhoit Road. Our records do not disclose change in width. This oiled surface was placed during my first week in this Division. C. LaFountaine was inspector and he may remember. He is working now for Mr. Paul Van Scoy at Salem.

If you wish I can have the width measured.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC/WMD
cc R.H.Baldock

December 28, 1937

Mr. E. A. Collier
Highway Division Engineer
Room 605, Weatherly Bldg.
Grand Ave. & E. Morrison St.
Portland, Oregon

Dear Sir:

We have received an inquiry from the Bureau of Public Roads concerning the width of oiled roadway on the Herman Ranch-Missouri Ridge Road Section of the Molalla-Wilhoit Road. This section is one of the units of the Clackamas Oiling Project, and the plans provided for an 18-foot oiled surface.

It appears that a representative of the Bureau was informed while the work was in progress that the width was to be reduced to 16 feet, although we are unable to find anything in our files concerning this change, if it were actually made.

Will you please advise this office the actual width of the oiled surface.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
DEC 17 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 15, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to the detail plans for Oregon U. S. Works Program Project No. WPSO 276, the Herman Ranch-Missouri Ridge Road Section of the Molalla-Wilhoit Road, received on December 10, 1937, it is noted that the width of oiling is shown as 18 ft. whereas we were informed while the work was in progress that the width had been reduced from 18 ft. to 16 ft.

Please submit revised section sheets showing the width as actually constructed.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
JAN 21 1938
FOR FILING
269

January 20, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of January 19, 1938, concerning the constructed length of Project No. WPSD 269.

Please be advised that the length of 3.953 miles is correct.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the statement of completed work submitted for Oregon WPSO 269, Redland Store-Logan Road.

We note that you show the length as 3.931 miles whereas the detail plans recently submitted to supersede the abbreviated plans show the length as 3.593 miles. We are using the latter figure as it appears that you may have overlooked the equation Sta. 162+14.7 = Sta. 161+00.

Will you please advise us promptly if we are in error?

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

J. N. Bishop

RECEIVED
DEC 27 1937
FOR FILING

272-9

December
22nd
1937

Clackamas County Oregon
County Courthouse
Oregon City, Oregon

Gentlemen:

This office is in receipt of a complaint from the Bureau of Public Roads concerning the unsatisfactory condition of Oregon WPSO project No. 272 A, Trachsel Road.

The Bureau states that there is an extensive break in the oiled surface which has been rather roughly repaired. It is realized, of course, that permanent repairs cannot be made until next year due to the present unfavorable weather conditions but it is requested that when weather conditions are favorable that this surface be restored to its original condition and the factors causing the break be eliminated.

They also complained that the shoulders, ditches and the roadside in general on this project is such that it is requested that some action be taken to improve it. The report received by this office is to the effect that the shoulders and ditches are weed-grown, the latter being partly filled and in need of cleaning and that the general appearance is very unsatisfactory.

The Bureau states that they are not requesting a high standard of maintenance on this section but feel that the present condition of the section does not measure up to the standard contemplated in the project agreement.

This letter is being written by this Department due to the fact that the cooperative agreement is between the Bureau of Public Roads and the State Highway Commission and we respectfully request that these conditions be improved at your very earliest convenience.

Very truly yours,

RHB/
JNB/er

State Highway Engineer

cc W. H. Lynch
J. N. Bishop

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

DEC 1 6 1937
Oregon
State Highway COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 16, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Maintenance inspection of Oregon WPSO Project No. 272-A, Trachsel Road, was made on December 8.

There is an extensive break in the oil surface rather roughly repaired. It is realized that permanent repairs cannot be made until next year due to present unfavorable weather conditions, but it is requested that when possible this surface be restored to its original condition and the factors causing the break be eliminated.

The general condition of shoulders, ditches and roadside on this project is such that it is requested that some action be taken to improve it. The shoulders and ditches are weed grown, the latter being partially filled and in need of cleaning. The general appearance is very ragged.

We are not asking a high standard of maintenance, but it is felt that the present condition does not measure up to the standard contemplated in the project agreement.

NOTED

Although the maintenance of this project is to be performed by Clackamas County, the Cooperative Agreement is between the Government and the State, and for this reason, we are calling this matter to your attention.

It is noted that Federal Aid markers have not been installed on the project.

Very truly yours,

W. H. LYNCH, District Engineer

By F. E. Andrews

F. E. Andrews, Sr. Hwy. Engineer

FORM S-A-1 RM 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
1937
STATE HIGHWAY COMMISSION
SALEM

REGISTERED
OCT 11 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

505 Weatherly Bldg.
October 8, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Chas. E. Low

NOTED
State Highway Engineer

Dear Sir:

We have your letter of September 1st concerning discrepancies on county road plans for Clackamas County Road Oiling Project.

I have had F. T. Young make a tracing of the Iron Mountain profile and together with the County Engineer he has checked through the discrepancies between the profiles and the maps and has made corrections. Under separate cover, I am returning to you today the four maps and four profiles together with notes made by your draftsman. I trust you will now be able to complete the plans.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

LC:DP
CC R. H. Baldock

FORM 6-A-(4) M- 941

COMMISSIONERS
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
P. L. TOU VELLE, Jacksonville

H. M. GLADDER, Secretary

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 1st, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

When the Clackamas County Road Oiling Project was put on, only abbreviated plans were submitted to the Bureau of Public Roads. Blue prints of map and profile for the Yamhill County Line-Wilsonville Section of the Newberg-Wilsonville County Road, Redland Store-Logan Section of County Road #6 and the Herman Ranch-Missouri Ridge Road Section of the Molalla-Wilhoit County Road were submitted in order that complete plans might be submitted to the Bureau.

In checking these prints, we find that the profile does not check with the map as to alignment. Please have these checked with the County records and revise either the map or profile to show the alignment and grade as constructed.

We did not receive the profile for the Iron Mountain Section of the Lake Grove-Oswego County Road. Please submit a profile of this section.

The maps and profiles are being sent to you under separate cover.

As the Bureau is witholding 10 percent of the money on these projects, we would appreciate having this corrected information as soon as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

FORM S-A-1 SM 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLASSYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Portland, Oregon
Nov. 28, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: S. H. Probert

Dear Sir:

We found the five copies of Form Emp. 32 for the 8 Clackamas County Oiling Jobs, which were to have been submitted with W. H. Stewart's semi-final estimate. We do not have the necessary information in this office to complete these forms and I am wondering what we should do with them.

It is my understanding that the information is usually supplied by the contractor's bookkeeper, but might be available from E. H. Clymer's cost records.

Please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

RECEIVED
DEC 4 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 276-A

POST OFFICE BUILDING
PORTLAND, OREGON

November 14, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO Project No. 276-A, Herman Ranch-Missouri Ridge Road, Section Molalla-Wilhoit Road, Clackamas County, was made by a representative of this office on October 11, 1936.

Complete detailed plans, supplementing the approved abbreviated plans, must be furnished before payment of the final voucher, prompt submission of which will be appreciated.

Yours very truly,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

#1809x

269-276

October 26, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1809 for the construction of the Clackamas County Oiling Project on eight county roads in Clackamas County, has been completed by the contractor, Edwin C. Gerber, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 5th, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $44,135.22, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

270-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon WPSO 270-A, Yamhill County Line-Wilsonville section, Newberg-Wilsonville Road, Clackamas County, was made by a representative of this office on October 9, 1936.

Complete detailed plans supplementing the approved abbreviated plans must be furnished before payment of the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

275-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon WPSO 275-A, Multnomah County Line section, Bluff Road in Clackamas County, was made by a representative of this office on October 9, 193 6.

Complete detailed plans supplementing the approved abbreviated plans must be furnished before payment of the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

269-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon WPSO 269-A, Redland Store -Logan Road, Clackamas County, was made by a representative of this office on October 9, 1936.

Complete detailed plans supplementing the approved abbreviated plans must be furnished before payment of the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

271-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon WPSO 271-A, Boring-Peterson Corner Section, Clackamas-Boring Road in Clackamas County, was made by a representative of this office on October 9, 1936.

Complete detailed plans supplementing the approved abbreviated plans must be furnished before payment of the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

272-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon WPSO 272-A, Trachsel section, Trachsel Road, Clackamas County, was made by a representative of this office on October 9, 1936.

Complete detailed plans supplementing the approved abbreviated plans must be furnished before payment of the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

273-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon WPSO 273-A, Iron Mountain Section, Lake Grove-Oswego Road, Clackamas County, was made by a representative of this office on October 9, 1936.

Complete detailed plans supplementing the approved abbreviated plans must be furnished before payment of the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

274-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon WPSO 274-A, Firwood-Dover section of Firwood-Estacada Highway, Clackamas County, was made by a representative of this office on October 9, 1936.

Complete detailed plans supplementing the approved abbreviated plans must be furnished before payment of the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
P. L. TOM VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

269-276

OREGON STATE HIGHWAY COMMISSION

SALEM

Portland, Oregon
Sept. 18, 1936

RECEIVED
SEP 19 1936
OREGON
STATE HIGHWAY COMM.
IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Under separate cover today we are sending you by express the following final records for Clackamas County Oiling Project, Contract No. 1809, consisting of the following:

4 copies of Semi-final Estimate
3 copies of Monthly Summary Sheets
22 Material Receipt Books
Haul chart for each of the eight units
Summary of rock haul for each unit
Summary of truck haul
Oil tickets by carloads
11 General Petroleum invoices for oil
Sheet showing relation of total oil tickets to invoices
8 original profiles prepared by Clackamas County
8 blue print maps

Please make prints of the original profiles and return to D. J. Sage, County Road Engineer, Oregon City. I believe the blue prints were made in the Salem office and if convenient we would like to have returned to us a blue print of each of the maps and profiles for our records.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EACiDP
CC S. H. Probert
R. H. Baldock

NOTED

H. S. LANSING
E. B. ALDRICH
HENRY F. CABELL
COMMISSIONERS

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
Portland, Oregon
Sept. 18, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. C. Smith

Re: Over-runs and Under-runs on Clackamas County Oiling Project, Contract #1809.

Dear Sir:

Redland Store-Logan Section, W.P.S.O. 269:
The over-run of hauling mineral aggregate was caused by Clackamas County placing the rock at Station 205, instead of placing it at Station 163 as originally planned. There was also an under-run slightly in excess of 10% in the No. 3 Road Oil, on account of this item being slightly overestimated.

Yamhill County Line-Wilsonville Section, W.P.S.O. 270:
All within 10% of preliminary estimate.

Boring-Peterson Corner, W.P.S.O. 271:
There was an under-run in hauling mineral aggregate, caused by the preliminary estimate being too large.

Treschel Road, W.P.S.O. 272:
There was an over-run in placing mineral aggregate and in hauling mineral aggregate due to the fact that there was no material left on the road to use as a cover for the binder course and so it was necessary to haul more aggregate from the stockpile. There was also an under run of 2.38 tons in No. 3 Road Oil, caused by allowance in preliminary estimate not being required.

Iron Mt.-Lake Grove-Oswego, W.P.S.O. 273:
There was an over-run in mineral aggregate and hauling mineral aggregate, caused by extra spotting required to bring out irregularities in the grading. There was also a slight under-run in cutback asphalt. However, a good seal was apparently secured.

Firwood-Dover, W.P.S.O. 274:
The surface of this section was covered with loose 1½" rock. An application of R-C-3.4 grade per square yard was used for the binder course, on which was spread 3/4" rock for cover. This resulted in a good job, utilizing all material available and resulted in an over-run of 109 yards in mineral aggregate and an under-run in No. 3 Road Oil amounting to 30 tons.

Multnomah County Line-Sandy Section, W.P.S.O. 275:
There was an over-run in mineral aggregate and hauling mineral aggregate, caused by the extra spotting required to patch out irregularities in the grade. The over-

run in hauling mineral aggregate was also increased by the fact that Clackamas County piled the rock 2100 feet away from the end of the project instead of at the end of the project as originally planned. There was also a large under-run in cutback asphalt. This section had been previously treated with an oil mat surface and did not require a binder course.

Herman Ranch-Missouri Ridge Section, S.P.S.Q. 276:

There was an under-run of 159 yards in mineral aggregate, caused by an over-estimate. The under-run in hauling mineral aggregate was caused by the fact that Clackamas County placed the stockpile at Station 200 instead of Station 123, as originally planned. There was also an under-run in No. 3 Road Oil, caused by this item being overestimated.

The large number of over-runs and under-runs on the various sections of this contract can be explained by the fact that the various sections were quite small and the contractor placed mineral aggregate and oil only. There was also quite a variation in the standard of construction previously performed by the county on the macadam surfacing.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC S. A. Probert

COMMISSIONERS
HENRY PIERCE, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

269-296

OREGON STATE HIGHWAY COMMISSION

SALEM

Portland, Oregon
Sept. 18, 1936

RECEIVED
SEP 19 1936
OREGON
STATE HIGHWAY COMMISSION
COMPANY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. C. Smith

Re: Over-runs and Under-runs on Clackamas County Oiling Project, Contract #1803.

Dear Sir:

Redland Store-Logan Section, F.P.S.O. 269:

The over-run of hauling mineral aggregate was caused by Clackamas County placing the rock at Station 205, instead of placing it at Station 163 as originally planned. There was also an under-run slightly in excess of 10% in the No. 3 Road Oil, on account of this item being slightly overestimated.

Yamhill County Line-Wilsonville Section, F.P.S.O. 270:

All within 10% of preliminary estimate.

Boring-Peterson Corner, F.P.S.O. 271:

There was an under-run in hauling mineral aggregate, caused by the preliminary estimate being too large.

Traschel Road, F.P.S.O. 272:

There was an over-run in placing mineral aggregate and in hauling mineral aggregate due to the fact that there was no material loose on the road to use as a cover for the binder course and so it was necessary to haul more aggregate from the stockpile. There was also an under run of 2.38 tons in No. 3 Road Oil, caused by allowance in preliminary estimate not being required.

Iron Mt.-Lake Grove-Oswego, F.P.S.O. 273:

There was an over-run in mineral aggregate and hauling mineral aggregate, caused by extra spotting required to bring out irregularities in the grading. There was also a slight under-run in cutback asphalt. However, a good seal was apparently secured.

Firwood-Dover, F.P.S.O. 274:

The surface of this section was covered with loose 1½" rock. An application of R-C-3.4 grade per square yard was used for the binder course, on which was spread 3/4" rock for cover. This resulted in a good job, utilizing all material available and resulted in an over-run of 109 yards in mineral aggregate and an under-run in No. 3 Road Oil amounting to 30 tons.

Multnomah County Line-Sandy Section, F.P.S.O. 275:

There was an over-run in mineral aggregate and hauling mineral aggregate, caused by the extra spotting required to patch out irregularities in the grade. The over-

run in hauling mineral aggregate was also increased by the fact that Clackamas County piled the rock 2100 feet away from the end of the project instead of at the end of the project as originally planned. There was also a large under-run in cutback asphalt. This section had been previously treated with an oil mat surface and did not require a binder course.

Herman Ranch-Missouri Ridge Section, F.P.S.O. 276:

There was an under-run of 159 yards in mineral aggregate, caused by an over-estimate. The under-run in hauling mineral aggregate was caused by the fact that Clackamas County placed the stockpile at Station 200 instead of Station 123, as originally planned. There was also an under-run in No. 3 Road Oil, caused by this item being overestimated.

The large number of over-runs and under-runs on the various sections of this contract can be explained by the fact that the various sections were quite small and the contractor placed mineral aggregate and oil only. There was also quite a variation in the standard of construction previously performed by the county on the macadam surfacing.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
2- CC S. H. Probert

Form 112—SM—11-35

269-276

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 5, 1936

Section Clackamas County Oiling Project

Kind of work Oil Mat Surface Treatment

Highway Eight County Roads

Section prefix 203-1008

Contractor Edwin C. Gerber

Contract number 1809

Date of contract Jan. 11, 1936

Date of completion Aug. 31, 1936

Date work started July 6, 1936

Estimated date of completion Aug. 29, 1936

Amount of contract . . . . . $ 48,143.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . . $ 48,143.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 1472.15, 3 %

Date project was completed Aug. 29, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work Completed

The semi-final estimate will be sent in the first part of next week.

NOTED
H. G. SMITH

Signed W. H. Stuart

Address Government Camp, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull Dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
S. B. ALDRICH, PENDLETON
P. L. TOU VELLE, JACKSONVILLE

H. B. GLADDEN, SECRETARY

269-276

OREGON STATE HIGHWAY COMMISSION

SALEM
Portland, Oregon
Aug. 21, 1936

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

RECEIVED
AUG 24 1936
OREGON

Mrs R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

I have inspected the Eight Clackamas County Roads on which Mr. Gerber finished the second seal this week. He has bladed the shoulders some three feet wide and rolled, as provided in "Reshaping of Shoulders" in the Special Provisions of the contract.

There remains in spots, on Sections 1, 3 and 7, a ridge from six to eighteen inches in height, composed of crushed rock in places and in other places of rock and earth mixed. If the contractor blades this off, it will fill the ditches in the cuts and the suitable rock material will be wasted over the fills. This ridge should not be left in its present position as it will tend to cause saturation of subgrade and also appears badly; nor should it be bladed into the ditches. Theoretically, perhaps, Clackamas County should remove this ridge, and, at the same time, clean their ditches, which need working on. However, I understand we have something over $1000 left in the Authorization, as nearly as Stewart can figure out at present. I am, therefore, submitting an "Order for Extra Work" to cover removal of this excess material from the shoulders.

Gerber has a few other items to pick up on the jobs and Stewart thought he would get them done by the middle of next week; also if we are to perform the work called for by this Order, we would appreciate receiving notice by August 26th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Enc.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
S. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

270

OREGON STATE HIGHWAY COMMISSION

SALEM
Portland, Oregon

July 28, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Herewith a copy of telegram sent to Mr. W. H. Lynch by W. H. Stewart, Resident Engineer.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By
Wilbur M. Darby
Office Engineer

WMD:DP
Encl.

CC R. H. Baldock

CONFIRMATION

July 22, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Work started to-day W.P.S.O. 270, 273 and 276.

W. H. STEWART

Resident Engineer

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Ston

276

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPSO 276

RECEIVED
MAY 29 1936
STATE HIGHWAY

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

E. A.C. 1974

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. HPSO 276.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of March, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Resolution No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 5th day of December, 1935, a project statement, which was approved by the Secretary on the 26th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 19th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seven thousand, seven hundred twenty and 90/100

dollars ($ 7,720.90) as the share of the United States payable under said act on account of [redacted] said project, which [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under Act approved April 8, 1935, (Public Resolution No. 11, 74th Congress). (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 119+00 in the N. W. 1/4 of Sec. 29 of T. 5 S., R. 2 E., W.M., and survey station 324+00, a point in the S. E. 1/4 of Sec. 8, T. 6 S., R. 2 E., W.M.

, length 3.859 miles, in Clackamas County, being Oregon U. S. Nos. Pro. High. project No. WP80 276, consisting of 3.859 miles of roadway and no bridges, of more than 20 feet clear span, known locally as the Herman Ranch-Missouri Ridge Road Section of the Molalla-Wilhoit Road.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of seven thousand, seven hundred twenty and 90/100 dollars ($ 7,720.90), certified to the Secretary of the Treasury as above mentioned, which does [redacted] dollars, the approved total estimated cost of [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance will be by

(Include reference to statute authorizing funds and probable amount annually available)

the County of Clackamas, pursuant to its agreement of January 11, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of May, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By [signature]
Member, State Highway Commission
(Title of officer)

By F. L. Toney
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By [signature]
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Wks. Pro. High. Project No. WPSO 276, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 7,720.90 as the total estimated cost of said project, and the sum of $ 7,720.90 as the share of the United States, payable under said acts on account of such project, which is the [redacted] total estimated cost.

Done at the city of Washington, this 10th day of May one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By L. A. Bowman
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

275

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 275

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By H. J. Caufield
Highway Engineer

Encls.

ER Apr 1973

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPSO 275.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of March, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Resolution No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 5th day of December, 19 35, a project statement, which was approved by the Secretary on the 23rd day of December, 19 35, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] of said project which were recommended for approval by the United States District Engineer on the 18th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eleven thousand, four hundred ninety-one and 70/100

dollars ($ 11,491.70) as the share of the United States payable under said act on account of [redacted] said project, which [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5418

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under Act approved April 8, 1935, (Public Resolution No. 11, 74th Congress).

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the County line, and on the north line of the N. W. 1/4 of Sec. 23, T. 1 S., R. 4 E., and survey station 332+98, the junction with Federal Aid Route No. 24, on the east line of Section 14, T. 2 S., R. 4 E., W.M.

, length 6.306 miles, in Clackamas County, being ~~Section of~~ Oregon U. S. Wks. Pro. High. project No. WPSO 275, consisting of 6.306 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length~~ locally as the Multnomah County Line-Sandy Section of the Bluff Road.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of eleven thousand, four hundred ninety-one and 70/100 dollars ($11,491.70), certified to the Secretary of the Treasury as above mentioned, which is [redacted] the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

STRICKEN OUT

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance will be by the County of Clackamas, pursuant to its agreement of January 11, 1936 with the State Highway Department.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of May, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Hodges

Member, State Highway Commission
(Title of officer)

By F. L. Dou Vall

Member, State Highway Commission
(Title of officer)

By ---

(Title of officer)

By ---

(Title of officer)

SECRETARY OF AGRICULTURE,

By ---

Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Wks. Pro. High. Project No. WP80 275. State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 11,491.70 as the total estimated cost of said project, and the sum of $ 11,491.70 as the share of the United States, payable under said acts on account of such project, which is the [redacted] total estimated cost.

Done at the city of Washington, this 11th day of May one thousand nine hundred and thirty-six.

SECRETARY OF AGRICULTURE,

By R. E. Bregkin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4829

274

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPSO 274

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

1972

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WP 20 274

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of March, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.)

Whereas the Highway Department of said State submitted on the 5th day of December, 1935 a project statement, which was approved by the Secretary on the 26th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 19th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

Five thousand, eight hundred forty-seven and 60/100

dollars ($ 5,847.60) as the share of the United States payable under said act on account of [redacted] said project, which [redacted] is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—3618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized) (Public Res. No. 11 - 74th Cong.)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 0+00 in the NE¼ of Sec. 6, T. 3 S., R. 5 E., W.M., and Survey Station 173+30 in the SW¼ of Sec. 30, T. 2 S., R. 5 E., W.M., at the junction with Federal Aid Route No. 99,

, length 3.297 miles, in Clackamas County, being Oregon U. S. Forks Project Highway project No. UFSO 274, consisting of 3.297 miles of roadway and no bridges, of more than 20 feet clear span, known as the Firwood-Dover Section of the Firwood-Estacada 5518 Road, Clackamas County.

RECEIVED

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of ..... Five thousand, eight hundred forty-seven and 60/100 ..... dollars ($ ..... 5,847.60 .....), certified to the Secretary of the Treasury as above mentioned, which [redacted] dollars ($ [redacted]), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ..... Oregon .....
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

STRICKEN OUT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing

..... funds and probable amount annually available)

Article VI. Maintenance of this project will be by the County of Clackamas pursuant to its agreement of January 11, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of May, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By [signature]
Member, State Highway Commission
(Title of officer)

By [signature]
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By [signature]
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Forest Program Highway Project No. [illegible] 274, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 5,847.60 as the total estimated cost of said project, and the sum of $ 5,847.60 as the share of the United States, payable under said acts on account of such project, which [illegible] said total estimated cost.

Done at the city of Washington, this 11th day of May one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By [signature]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4230

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 269

POST OFFICE BUILDING
PORTLAND, OREGON

APR 1 1936

April 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. H. Davis
Highway Engineer

Encls.

Jon

FR 44n 1406

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WP10 269a

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of March, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Resolution No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 5th day of December, 19 35, a project statement, which was approved by the Secretary on the 26th day of December, 19 35, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 18th day of December, 19 35; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seven thousand, six hundred eighty-nine and no/100

dollars ($ 7,689.00) as the share of the United States payable under said act on account of [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under Act approved April 8, 1935, (Include date and citation of act of legislature by which authorized) (Public Resolution No. 11, 74th Congress).

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+50, in the N. W. 1/4 of Sec. 6, T. 3 S., R. 3 E., W.M., and survey station 207+35, in the N. E. 1/4 of Sec. 3, T. 3 S., R. 3 E., W.M.

, length 3.931 miles, in Clackamas County, being Oregon U. S. Wks. Pro. / High. project No. WPSO 269, consisting of 3.931 miles of roadway and no bridges, of more than 20 feet clear span, known locally as the Redland Store-Logan Road.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of seven thousand, six hundred eighty-nine and no/100 dollars ($7,689.00), certified to the Secretary of the Treasury as above mentioned, which is [redacted] dollars ([redacted]) the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance will be by the (Include reference to statute authorizing funds and probable amount annually available) County of Clackamas, pursuant to its agreement of January 11, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—4518

STRICKEN OUT

STRICKEN OUT

STRICKEN OUT

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E B Medrick

Member, State Highway Commission
(Title of officer)

By F L Toney Valle

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—3518

Form Fh. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Wks. Pro. High. Project No. WPSO 269, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 7,689.00 as the total estimated cost of said project, and the sum of $ 7,689.00 as the share of the United States, payable under said acts on account of such project, which is the [redacted] total estimated cost.

Done at the city of Washington, this 17th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. H. Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 3—4280

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 273

RECEIVED
APR 28 1936
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Iron

S-Addr-1368

Form P. R. 2

State ..... Oregon .....

U. S. Forest Program Highway Project No. F20-273 .....

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of March, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.)

Whereas the Highway Department of said State submitted on the 5th day of December, 1935, a project statement, which was approved by the Secretary on the 23rd day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 18th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

Four thousand, two hundred fifty-seven and no/100

dollars ($ 4,257.00) as the share of the United States payable under said act on account of [redacted] said project, which [redacted] is 1% of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized) (Public Res. No. 11 - 74th Cong.)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 0+00 in the NE¼ of Section 9, T. 2 S., R. 1 E., W.M., and Survey Station 72+00 in the NE¼ of Section 5, T. 2 S., R. 1 E., W.M.,

, length 1.363 miles, in Clackamas County, being Oregon U.S. Works Program / Highway project No. WPO 873, consisting of 1.363 miles of roadway and no bridges, each of more than 20 feet clear span, known locally as the Iron Mt. Section of the Lake Grove-Osvego Road.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of Four thousand, two hundred fifty-seven and no/100 dollars ($ 4,257.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] dollars ([redacted]) the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of this project will be by the County of Clackamas pursuant to its agreement of January 11, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E. B. Goodrich

Member, State Highway Commission
(Title of officer)

By F. L. Fouville

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Highway Project No. [redacted] 273, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 4,857.00 as the total estimated cost of said project, and the sum of $ 4,857.00 as the share of the United States, payable under said acts on account of such project, which [redacted] said total estimated cost.

Done at the city of Washington, this 15th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. P. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4829

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 272

RECEIVED
APR 28 1936
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 27, 1936

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Ikon

1367

Form P. R. 2

U. S. Works Program Highway

State Oregon

Project No. WPSO 272

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of March, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 5th day of December, 1935, a project statement, which was approved by the Secretary on the 26th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 18th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

two thousand, forty-two and 15/100

dollars ($2,042.15) as the share of the United States payable under said act on account of [redacted] said project, which is [redacted] of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act of April 8, 1935. (Public Res. No. 11 - 74th Congress)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 0+00 in the N.W.¼ of Sec. 30, T. 3 S., R. 4 E., at a junction with the Oregon City-Springwater Highway and Survey Station 62+00 in the west 1/2 of Sec. 29, T. 3 S., R. 4 E., W.M., a junction with the Woodburn-Sandy Highway.

, length 1.174 miles, in Clackamas County, being ~~Section~~ of Ore. U.S. Works Program Hwy. project No. WP80 272, consisting of 1.174 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a total length of~~ known locally as the Trachsel Section of the Trachsel Road in Clackamas County.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of two thousand, forty-two and 15/100 dollars ($2,042.15), certified to the Secretary of the Treasury as above mentioned, which does [redacted] the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the County of Clackamas pursuant to its agreement of January 11, 1936 with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E B Vedrine

Member, State Highway Commission
(Title of officer)

By F L Fouville

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPSO 272 State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $2,012.15 as the total estimated cost of said project, and the sum of $2,012.15 as the share of the United States, payable under said acts on account of such project, which d[redacted] is [redacted] of said total estimated cost.

Done at the city of Washington, this 15th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By D. J. Mésser
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 9—4930

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPSO 271

RECEIVED
APR 28 1936
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

April 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

1366

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPSO 271

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8-5818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of March, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 5th day of December, 1935, a project statement, which was approved by the Secretary on the 26th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section [redacted] of said project which were recommended for approval by the United States District Engineer on the 19th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

three thousand, two hundred twenty-nine and 60/100

dollars ($3,229.60) as the share of the United States payable under said act on account of Section [redacted] of said project, which is [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935, (Include date and citation of act of legislature by which authorized) (Public Res. No. 11, 74th Congress)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 0+00 near the N.W. corner Section 6, T. 2 S., R. 4 E., W.M. and Survey Station 110+85.8 at the junction with Federal Aid Route No. 24 on the north line of Section 4, T. 2 S., R. 4 E., W.M.

, length 2.099 miles, in Clackamas County, being ~~Secondary~~ Ore. U.S. Works Program Hwy. project No. WPSO 271, consisting of 2.099 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~over~~; known locally as the Boring-Peterson Corner Section of Clackamas-Boring Road.

8—8518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of three thousand, two hundred twenty-nine and 60/100 dollars ($3,229.60), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata thereof

---

dollars is xx the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor STRICKEN OUT

by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the County of Clackamas pursuant to its agreement of January 11, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E. B. Macdonald

Member, State Highway Commission
(Title of officer)

By F. E. Van Vleet

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By R. Y. Stuart

Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPSO 271 State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $3,229.60 as the total estimated cost of said project, and the sum of $3,229.60 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~not to exceed~~ said total estimated cost.

Done at the city of Washington, this 15th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. P. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4339

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
APR 29 1936
OREGON
STATE ... COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 270

POST OFFICE BUILDING
PORTLAND, OREGON

April 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Jon

1365

Form P. R. 2

State Oregon

U.S. Works Program Highway Project No. WPSO 270

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

5—5818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of March, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.);

Whereas the Highway Department of said State submitted on the 5th day of December, 1935, a project statement, which was approved by the Secretary on the 26th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] of said project which were recommended for approval by the United States District Engineer on the 19th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, six hundred seventy nine and 20/100

dollars ($ 10,679.20) as the share of the United States payable under said act on account of [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State From funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized)

(Public Res. No. 11, 74th Cong.)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Between Sur. Sta. 0+00 in the S. 1/2, Sec. 31, T. 3 S., R. 1 W., W.M. and Surv. Sta. 308+89.5 on the south line of Sec. 14, T. 35 R., 1 W., W.M. at the Beaverton-Aurora Highway

, length 5.844 miles, in Clackamas County, being Oregon U.S. Works Program/ Highway project No. WP80 270, consisting of 5.844 miles of roadway and no bridges, each of more than 20 feet clear span, known locally as Yamhill County Line-Wilsonville Section of the Newberg-Wilsonville Road.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of ten thousand, six hundred seventy nine and 90/100 dollars ($10,679.90), certified to the Secretary of the Treasury as above mentioned, which [redacted] dollars ([redacted]), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance will be
(Include reference to statute authorizing funds and probable amount annually available)

by the County of Clackamas pursuant to its agreement of January 11,1936 with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15th day of April, 1936

THE OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By E. K. Hodnett

Member, State Highway Commission
(Title of officer)

By F. L. Toney

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPSO 270, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 10,679.90 as the total estimated cost of said project, and the sum of $ 10,679.90 as the share of the United States, payable under said acts on account of such project, which [redacted] said total estimated cost.

Done at the city of Washington, this 15th day of April one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By [signature]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WP80 275

POST OFFICE BUILDING
PORTLAND, OREGON

March 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Ron

(Stencil #28) **UNITED STATES DEPARTMENT OF AGRICULTURE**

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 276

POST OFFICE BUILDING
PORTLAND, OREGON

March 5, 1936

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District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 274

POST OFFICE BUILDING
PORTLAND, OREGON

March 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

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District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
OREGON

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon WPSO 273

POST OFFICE BUILDING
PORTLAND, OREG.

March 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO WPSO
FILE No. Oregon 272

MAR 3 1936
STATE HIGHWAY COMMISSION
OREGON

Post Office Building
Portland, Oreg.

March 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
Highway Engineer

Encls.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

MAR 3 1936

IN YOUR REPLY PLEASE REFER TO WPSO
FILE NO. Oregon 271

POST OFFICE BUILDING
PORTLAND, OREG.

March 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

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We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

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Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

MAR 3 1936
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon WPSO 270

Post Office Building
Portland, Oreg.

March 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. W. Davis
~~L. W. Garfield~~ W. W. Davis
Highway Engineer

Encls.

ncil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

STATE HIGHWAY

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon WPSO 269

Post Office Building
Portland, Oreg.

March 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

269-276

February 28, 1936

Edwin C. Gerber
Route 2
Oregon City, Oregon

Dear Sirs

We are forwarding to you by express today a fully executed copy of contract #1809 awarded to you on January 11, 1936, for the 27.87 miles of oil mat surface treatment on eight county roads in Clackamas County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

276

February 14, 1936

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Herman Ranch-Missouri Ridge Road Section, Project No. WPRO 276.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probart
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

W. S. Works Program
Project No. WPSO 276

HERMAN RANCH-MISSOURI RIDGE ROAD SECTION

OF THE MOLALLA-KELSEYVILLE ROAD IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1936

1,380	cu. yds.	Placing Mineral Aggregate	$1.60	$2,208.00
3,300	yd. mi.	Hauling Mineral Aggregate	0.15	495.00
88	tons	Cutback Asphalt in Place	26.00	2,288.00
78	tons	No. 3 Oil in Place	26.00	2,028.00
			Subtotal	$7,019.00
			10% Engr. & Cont.	701.90
			Total	$7,720.90

Length of Roadwork	3.843 miles
Length of Bridges	0.016 "
Total Length	3.859 "
Cost per mile	$2,000.75

Note: Oiling is to be constructed across bridges.

WPSO Funds Requested- $7,720.90

Estimated Labor Required	3,400 man hours
Cost of Labor	$2,100.00
Cost of Materials	$3,000.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

560	cu. yds.	3/4" - 1/2" Crushed Rock in Stockpile	$1.50	$ 840.00
520	" "	1/2" - 1/4" Crushed Rock in Stockpile	1.50	780.00
300	" "	1/4" - 0" Crushed Rock in Stockpile	1.50	450.00
				$2,070.00

Funds for Maintenance: See maintenance agreement executed by county January 3, 1936 and by State Highway Commission January 11, 1936.

275

February 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed six copies of estimate as basis for project agreement for the Multnomah County Line-Sandy Section, Project No. NP&O 275.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 275

CLACKAMAS COUNTY LINE-SANDY SECTION OF THE

SANDY ROAD IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 8, 1936

1,950	cu. yds.	Placing Mineral Aggregate	$ 1.60	$ 3,120.00
6,900	yd. mi.	Hauling Mineral Aggregate	0.15	1,035.00
125	tons	Cutback Asphalt in Place	26.00	3,328.00
114	tons	No. 3 Oil in Place	26.00	2,964.00
			Subtotal	$ 10,447.00
			10% Engr. & Cont.	1,044.70
			Total	$ 11,491.70

Length	6.306 miles
Cost per mile	$ 1,822.34

WPSO Funds Requested- $ 11,491.70

Estimated Labor Required	5,200 man-hours
Cost of Labor	$ 3,300.00
Cost of Materials	$ 4,300.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

790	cu. yds.	1" - ¾" Crushed Rock in Stockpiles	1.50	$ 1,185.00
730	cu. yds.	¾" - ¼" Crushed Rock in Stockpiles	1.50	1,095.00
430	cu. yds.	¼" - 0" Crushed Rock in Stockpiles	1.50	645.00
				$ 2,925.00

Funds for Maintenance: See agreement executed by County January 3, 1936 and by State Highway Commission January 11, 1936.

274

February 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Firwood-Dover Section, Project No. WPSO 274.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MH

Encl.

Oregon State Highway Department

W. P. Works Program
Project No. WPSO 274

[redacted] OF THE

[redacted] ROAD IN [redacted] COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1936

1,050	cu. yds.	Planing Mineral Aggregate	$1.60	$ 1,680.00
2,400	yds. mi.	Hauling Mineral Aggregate	0.15	360.00
66	tons	Cutback Asphalt in Place	26.00	1,716.00
60	"	No. 3 Oil in Place	26.00	1,560.00
			Subtotal	$ 5,316.00
			10% Engr. & Cont.	531.60
			Total	$ 5,847.60
		Length	3.297 miles	
		Cost per mile	$1,773.61	

WPSO Funds Requested- $ 5,847.60

Estimated Labor Required	2,600 man hours
Cost of Labor	$1,600.00
Cost of Materials	$2,400.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Klamath County

425	cu. yds.	3/4" - 1/2" Crushed Rock in Stockpile	$1.50	$ 637.50
395	" "	1/2" - 1/4" Crushed Rock in Stockpile	1.50	592.50
230	" "	1/4" - 0" Crushed Rock in Stockpile	1.50	345.00
				$ 1,575.00

Funds for Maintenance See agreement executed by county January 3, 1936, and by State Highway Commission January 11, 1936.

273

February 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Iron Mountain Section, Project No. WPSO 273.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 273

IRON MOUNTAIN SECTION OF THE

LAKE GROVE-OSWEGO ROAD IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1936

900	cu. yds.	Placing Mineral Aggregate	$1.60	$ 1,440.00
600	yds. mi.	Hauling Mineral Aggregate	0.15	90.00
36	tons	Cutback Asphalt in Place	26.00	936.00
54	tons	No. 3 Oil in Place	26.00	1,404.00
			Subtotal	$ 3,870.00
			10% Engr. & Cont.	387.00
			Total	$ 4,257.00

Length 1.363 miles
Cost per mile $3,123.25

WPSO Funds Requested - $ 4,257.00

Estimated Labor Required 1,800 man hours
Cost of Labor $1,100.00
Cost of Materials $1,600.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

380	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	$1.50	$ 570.00
150	" "	¾" - ½" Crushed Rock in Stockpile	1.50	225.00
250	" "	½" - ¼" Crushed Rock in Stockpile	1.50	375.00
120	" "	¼" - 0" Crushed Rock in Stockpile	1.50	180.00
				$ 1,350.00

Funds for Maintenance See maintenance agreement executed by county January 3, 1936 and by State Highway Commission January 11, 1936.

272

February 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Trachsel Section, Project No. WPSO 272.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/MZ

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 272

TENTATIVE ABSTRACT OF BIDS

TRACHEAL ROAD IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1936

380	cu. yds.	Placing Mineral Aggregate	$1.60	$ 608.00
350	yd. mi.	Hauling Mineral Aggregate	0.15	52.50
24	tons	Cutback Asphalt in Place	26.00	624.00
22	"	No. 3 Oil in Place	26.00	572.00
		Subtotal		$1,856.50
		10% Engr. & Cont.		185.65
		Total		$2,042.15

Length 1.174 miles
Cost per mile $1,739.48

WPSO Funds Requested- $2,042.15

Estimated Labor Required 900 man hours
Cost of Labor $600.00
Cost of Materials $800.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

160	cu. yds.	3/4" - 1/2" Crushed Rock in Stockpile	$1.50	$ 240.00
140	" "	1/2" - 1/4" Crushed Rock in Stockpile	1.50	210.00
80	" "	1/4" - 0" Crushed Rock in Stockpile	1.50	120.00
				$ 570.00

Funds for Maintenance: See maintenance agreement executed by county January 3, 1936 and by Highway Commission January 11, 1936

271

February 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Boring-Peterson Corner Section, Project No. WPSO 271.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 271

HORING-PETERSON CORNER SECTION OF THE CLACKAMAS-HORING ROAD IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 7, 1936

650	cu. yds.	Placing Mineral Aggregate	$ 1.60	$ 1,040.00
1,200	yd. mi.	Hauling Mineral Aggregate	0.15	180.00
26	tons	Cutback Asphalt in Place	26.00	676.00
40	tons	Nos. 3 Oil in Place	26.00	1,040.00
			Subtotal	$ 2,936.00
			10% Engr. & Cont.	293.60
			Total	$ 3,229.60

Length of Roadway	2.094 miles
" " 1 Bridge	.005 "
Total Length	2.099 "
Cost per mile	$ 1,538.63

Note: Oiling is to be constructed across bridge.

WPSO Funds Requested- $ 3,229.60

Estimated Labor Required	1,400 man-hours
Cost of Labor	$ 90 .00
Cost of Materials	$ 1,200.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

270	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	$ 1.50	$ 405.00
110	"	¾" - ½" Crushed Rock in Stockpile	1.50	165.00
180	"	½" - ¼" Crushed Rock in Stockpile	1.50	270.00
90	"	¼" - 0" Crushed Rock in Stockpile	1.50	135.00
				$ 975.00

Funds for Maintenance: See agreement executed by County January 3, 1936 and by State Highway Commission January 14, 1936.

270

February 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Yamhill County Line-Wilsonville Section, Project No. WPSO 270.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. R. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

U. S. Works Progress
Project No. WPSO 270

[redacted] COUNTY LINE-[redacted] SECTION OF THE [redacted] ROAD IN [redacted] COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1936

1,800	cu. yds.	Placing Mineral Aggregate	$ 1.60	$ 2,880.00
6,700	yds. mi.	Hauling Mineral Aggregate	0.15	1,005.00
118	tons	Cutback Asphalt in Road Cost	26.00	3,068.00
106	"	No. 3 Oil in Place	26.00	2,756.00
			Subtotal.....	$ 9,709.00
			10% Engr. & Cont.	970.00
			Total.....	$10,679.00

Length of Roadway	5.837 miles
Length of Bridge	.007 "
Total Length	5.844 "
Cost per mile	$1,827.49

Note: Oiling is to be constructed across bridge.

WPSO Funds Requested..... $10,679.00

Estimated Labor Required	4,900 man-hours
Cost of Labor	$3,000.00
Cost of Materials	$4,000.00

[redacted]-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

730	cu. yds.	3/4" - 1/2" Crushed Rock in Stockpile	$ 1.50	$ 1,095.00
680	" "	1" - 1/2" " " " "	1.50	1,020.00
390	" "	2" - 0" " " " "	1.50	585.00
				$ 2,700.00

Funds for Maintenance: See Agreement executed by Clackamas County January 3, 1936, and by the State Highway Commission January 11, 1936.

269

February 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Redland Store-Logan Section, Project No. WPSO 269.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MH

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 269

~~REKLAND STORE-LOGAN SECTION OF THE~~

~~REKLAND STORE-LOGAN ROAD IN CLACKAMAS COUNTY~~

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 7, 1936

1,400	cu. yds.	Placing Mineral Aggregate	$ 1.60	$ 2,240.00
2,200	yd. mi.	Hauling Mineral Aggregate	0.15	330.00
90	tons	Cutback Asphalt in Place	26.00	2,340.00
80	tons	No. 3 Oil in Place	26.00	2,080.00
			Subtotal	$ 6,990.00
			10% Engr. & Cont.	699.00
			Total	$ 7,689.00

Length of Roadway	3.912 miles
" " Bridges	.019 "
Total Length	3.931 "
Cost per mile	$ 1,955.99

Note: Oiling is to be constructed across bridges.

WPSO Funds Requested- $ 7,689.00

Estimated Labor Required	3,400 man-hours
Cost of Labor	$ 2,100.00
Cost of Materials	$ 3,000.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

570	cu. yds.	1" - 1/2" Crushed Rock in Stockpile	$ 1.50	$ 855.00
530	cu. yds.	1/2" - 1/4" Crushed Rock in Stockpile	1.50	795.00
300	cu. yds.	1/4" - 0" Crushed Rock in Stockpile	1.50	450.00
				$ 2,100.00

Funds for Maintenance: See agreement executed by Clackamas County January 3, 1936 and by State Highway Commission January 11, 1936.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Highway Projects Nos. WPSU 269, 270, 271, 272, 273, 274, 275 and 276, Clackamas County Oiling Project on eight sections of county road, to Edwin C. Gerber, Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

276

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 26, 1935 approved the project statement for Oregon U. S. Works Program project No. WPS 276, involving the improvement of 3.9 miles of the Molalla-Wilhoit Road, between Herman Ranch and a connection with the Scotts Mills Road, one mile west of Wilhoit in Clackamas County.

Very truly yours,

W. H. LYNCH
District Engineer

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Clackamas County. Federal Classification and Number WPSO 276.

Name of section proposed for improvement Herman's Ranch-Missouri Ridge Road located between Molalla and Wilhoit on county road extending from Molalla to Wilhoit.

Type of improvement proposed Oil Mat Surface.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, heavy trucks hauling wood and logs.

6. Traffic density 77 passenger cars, 12 light trucks, 4 heavy trucks.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission.

Clackamas County. Federal Classification and Number WPSO 276.

Name of section proposed for improvement Herman's Ranch-Missouri Ridge Road located between Molalla and Wilhoit on county road extending from Molalla to Wilhoit.

Type of improvement proposed Oil Mat Surface.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, heavy trucks hauling wood and logs.

6. Traffic density 77 passenger cars, 12 light trucks, 4 heavy trucks.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

December 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Herman Ranch-Missouri Ridge Road Section to which has been assigned number WPS 276.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EK

Encl.

STATE Oregon

PROJECT NO. FPS 276
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 5, 1935

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Herman Ranch-Missouri Ridge Road Section, Molalla-Wilhoit Road

2. Between control points of official description: a point in N. ½ Sec. 29, T. 5 S., R. 2 E. and a point in SE. ¼ Sec. 8, T. 6 S., R. 2 E., W. M.

3. Between intermediate control points if used: ____ and ____

County of Clackamas

4. Length in miles (gross) 3.9 (net) 3.9

5. Preliminary estimate of cost: Total, $7,700; section of road to be first improved, $7,700, of which $____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ____ (Amount.)
____ (Source; refer to statute.)

(b) County ____ (Amount.) (Source; refer to statute.)

8—8072

PROJECT NO. [illegible]
STATE [illegible]

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)
sources: Chap. 175, Laws 1917; Chap. 31, Laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

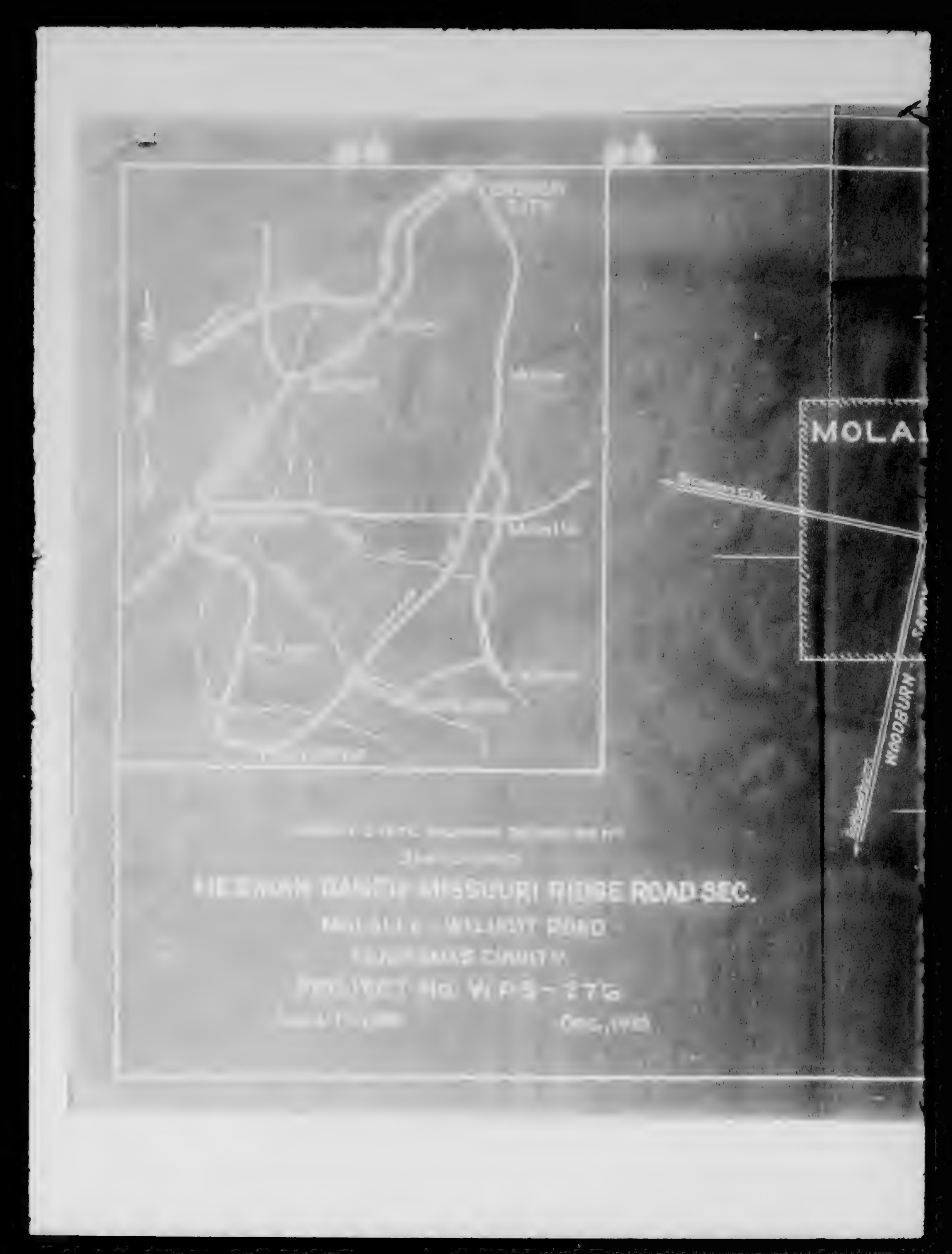
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—6072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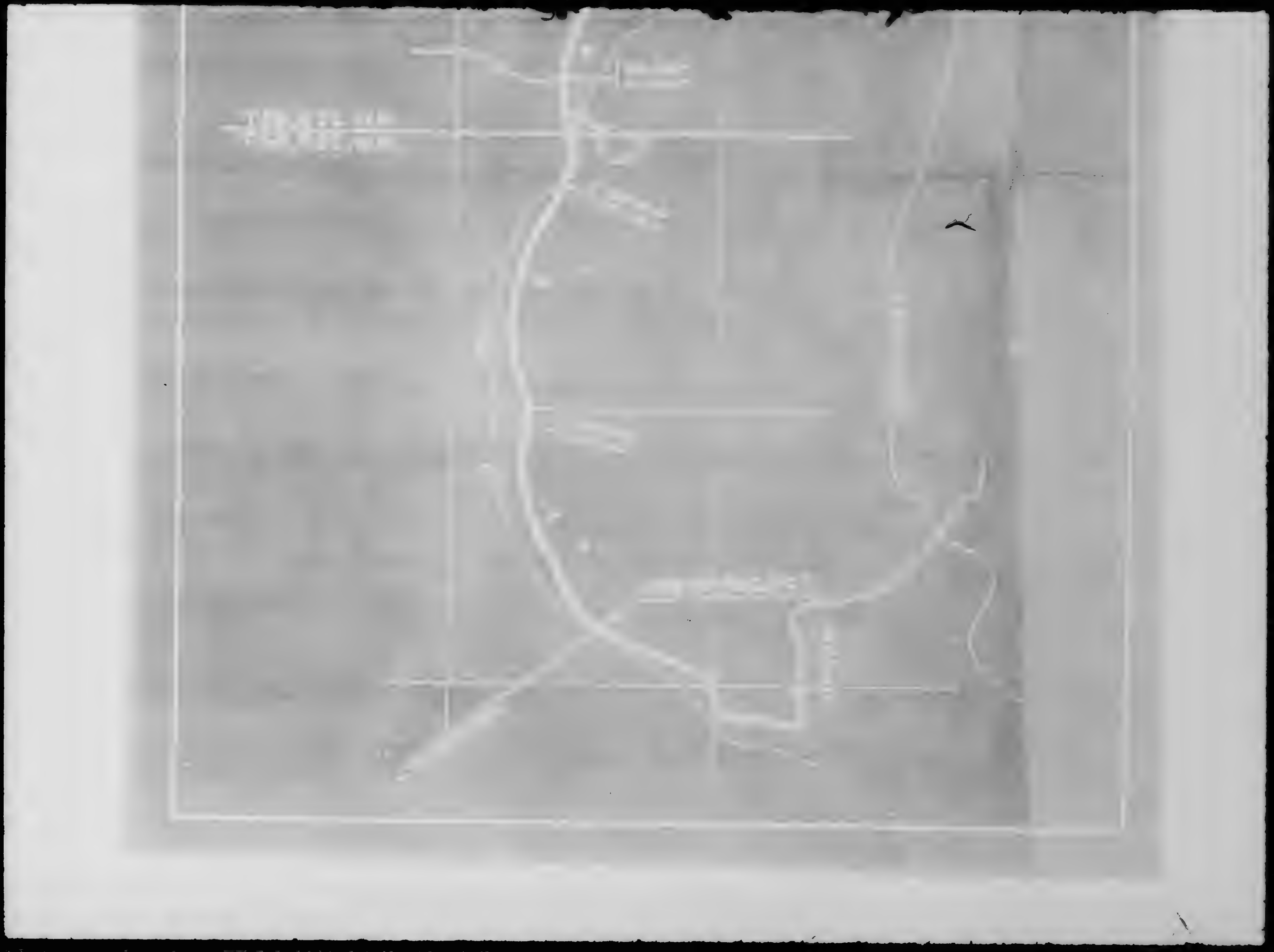


274

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

January 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 26, 1935 approved the project statement for Oregon U. S. Works Program project No. WPS 274, involving the improvement of 3.3 miles of the Estacada-Firwood Road between a connection with the Mt. Hood Highway north of Firwood and a point one-half mile north of Dover, in Clackamas County.

Approval was made subject to the condition that the grade crossing of the railroad within the limits of the project be protected by safety devices adequate for the protection of a grade crossing of that class. This condition applies to the logging railroad crossing mentioned in the route report, which is not shown on the sketch map.

Very truly yours,

W. H. LYNCH
District Engineer

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Clackamas County. Federal Classification and Number WPSO 274.

Name of section proposed for improvement Dover-Firwood

located between Dover

and Firwood

on county road extending

from Estacada

to Mt. Hood Highway at Firwood.

Type of improvement proposed Oil mat surface

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, logging trucks, etc.

.

6. Traffic density 170 passenger cars, 10 light trucks, 16 heavy trucks

.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission

Date _____

Clackamas County. Federal Classification and Number WPSO 274.

Name of section proposed for improvement Dover-Firwood

located between Dover

and Firwood

on county road extending

from Estacada

to Mt. Hood Highway at Firwood.

Type of improvement proposed Oil mat surface

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, logging trucks, etc.

.

6. Traffic density 170 passenger cars, 10 light trucks, 16 heavy trucks

.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission

.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

December 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Firwood-Dover Section to which has been assigned number WPS 274.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. WPS 274
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 5, 1935

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Firwood-Dover Section, Firwood-Estacada Road

2. Between a point in E½ Sec. 6, T. 3 S., R. 5 E. and a connection with Fed. Route No. 24 in SW¼, Sec. 20, T. 2 S., R. 5 E.

3. Between intermediate control points if used: ____ and ____

County of Clackamas

4. Length in miles (gross) 3.3 (net) 3.3

5. Preliminary estimate of cost: Total, $ 5,700; section of road to be first improved, $ 5,700, of which $ ____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ____ (Amount.)

(Source; refer to statute.)

(*b*) County ____ (Amount.) (Source; refer to statute.)

8—8078

7. Funds for maintenance to be provided by State or County, from the following sources: Chap. 175, Laws 1917; Chap. 31, Laws 1920

(State or (and) county.) (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

272

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 26, 1935 approved the project statement for Oregon U. S. Works Program project No. WPS 272, involving the improvement of 1.2 miles of the Trachsel Road, between a connection with the Woodburn-Sandy Road, in Section 29, T. 3 S., R. 4 E., and a connection with the Oregon City-Springwater Road in Section 30, T. 3 S., R. 4 E., in Clackamas County.

Very truly yours,

W. H. LYNCH
District Engineer

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Clackamas County. Federal Classification and Number WPHO 272.

Name of section proposed for improvement Trapal Cutoff

located between Market Road No. 26

and Secondary Highway No. 161 on county road extending

from Market Road No. 26

to Secondary Highway No. 161.

Type of improvement proposed Oil Mat Surface.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, heavy trucks.

6. Traffic density 241 passenger cars, 18 light trucks, 12 heavy trucks.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission.

Clackamas County. Federal Classification and Number WPO 272.

Name of section proposed for improvement Travel Cutoff

located between Market Road No. 28

and Secondary Highway

No. 161 on county road extending

from Market Road No. 28

to Secondary Highway No. 161,

Type of improvement proposed Oil Mat Surface

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, heavy trucks

.

6. Traffic density 241 passenger cars, 18 light trucks, 12 heavy trucks

.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission

.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

December 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Trachsel Section to which has been assigned number WPS 272.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NPS 272
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 5, 1935

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Trachsel Section of the Trachsel Road

2. Between control points of official description: a point in NW¼, Sec. 30, T. 3 S., R. 4 E. and a point in SW¼, Sec. 29, T. 3 S., R. 4 E.

3. Between intermediate control points if used: ____ and ____

County of Clackamas

4. Length in miles (gross) 1.2 (net) 1.2

5. Preliminary estimate of cost: Total, $2,000; section of road to be first improved, $2,000, of which $____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ____
(Amount.)

(Source; refer to statute.)

(*b*) County ____
(Amount.) (Source; refer to statute.)

8—3073

PROJECT NO
STATE

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 173, laws 1917; Chap. 11, laws 1921
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 5—8073

TRACHSEL SECTION

TRACHSEL ROAD

PROJECT NO. WFS-272

ESTACADA
R.3E. W.M.
R.4E. W.M.
T.2S.
T.3S.

271

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 26, 1935 approved the project statement for Oregon U. S. Works Program project No. WPS 271, involving the improvement of 2.1 miles of the Boring-Sandy Road, between Boring and a connection with the Mt. Hood Highway 2.1 miles east of Boring, in Clackamas County.

Very truly yours,

W. H. LYNCH
District Engineer

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Clackamas County. Federal Classification and Number FP30 271.

Name of section proposed for improvement Boring-Paterson Corner

located between Boring

and Mt. Hood Highway

on county road extending

from Gladstone

to Mt. Hood Highway.

Type of improvement proposed Oil Mat Surface

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks hauling farm produce, heavy trucks logging, etc.

.

6. Traffic density 139 passenger cars, 14 light trucks, 6 heavy trucks

.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission

Date [illegible]

Clackamas County. Federal Classification and Number FAS 271.

Name of section proposed for improvement Boring-Paterson Corner

located between Boring

and Mt. Hood Highway

on county road extending

from Gladstone

to Mt. Hood Highway.

Type of improvement proposed Oil Mat Surface

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks hauling farm produce, heavy trucks logging, etc.

6. Traffic density 159 passenger cars, 14 light trucks, 6 heavy trucks

.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission

.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

December 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Boring-Peterson Corner Section to which has been assigned number NPS 271.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. IDS 271
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 5, 1935

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Bering-Petersen Corner Section, Clackamas Bering Road
2. Between control points of official description: a point in NW¼ Sec. 6, T. 2 S., R. 4 E. and a connection with Federal Route No. 24 near line and between Sec. 4 and Sec. 33, T. 2 S., R. 4 E. W. M.
3. Between intermediate control points if used: _____ and _____

County of Clackamas

4. Length in miles (gross) 2.1 (net) 2.1
5. Preliminary estimate of cost: Total, $3,100; section of road to be first improved, $3,100, of which $_____ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: _____ (Amount.) _____ (Source; refer to statute.)

(b) County _____ (Amount.) (Source; refer to statute.)

_____

8—5073

PROJECT NO.
STATE

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)
sources: Chapter 173, Laws 1917; Chapter 31, Laws 1920.
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

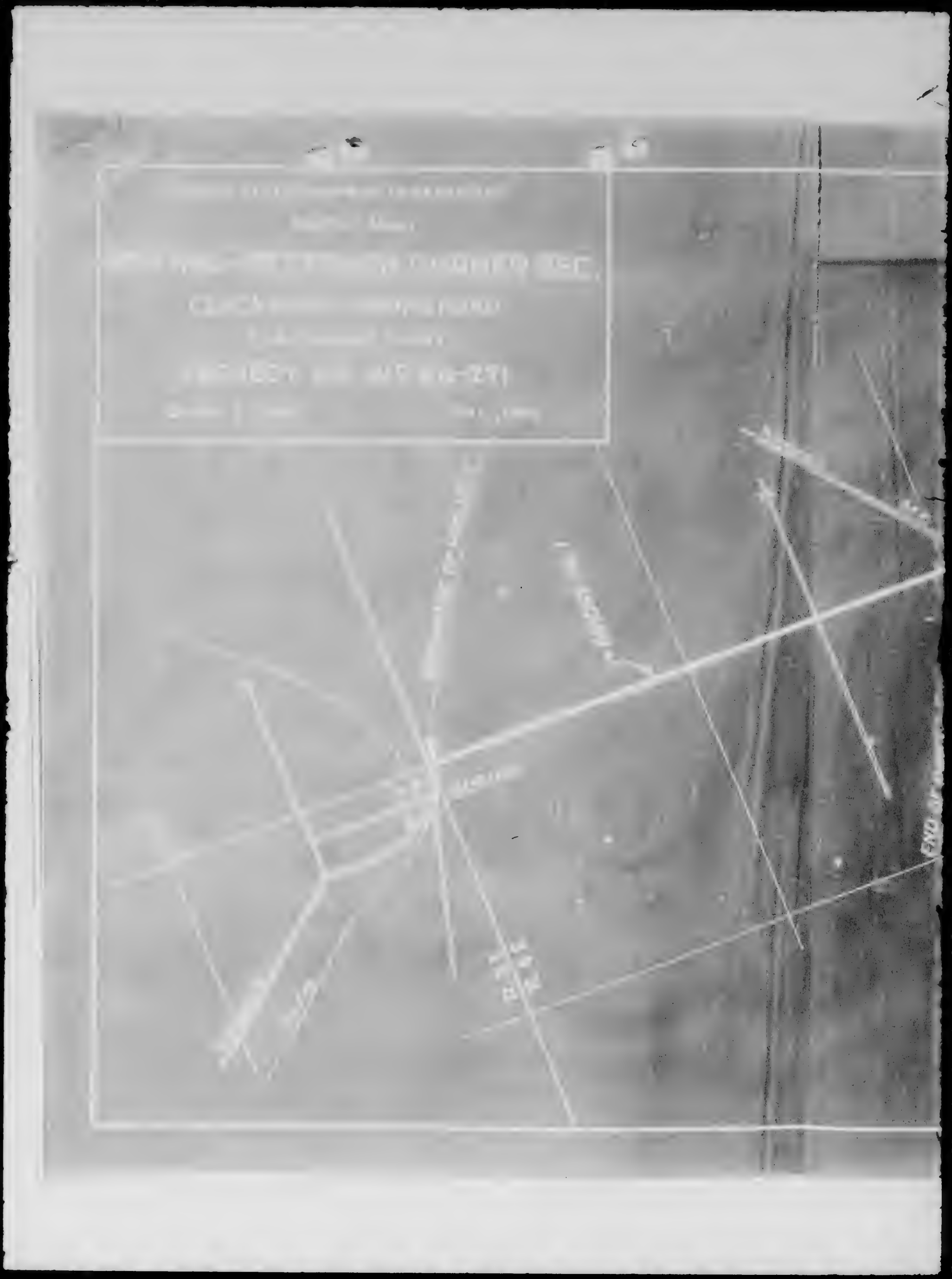
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

[illegible] 5—5673



270

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 26, 1935 approved the project statement for Oregon U. S. Works Program project No. WPS 270, involving the improvement of 5.8 miles of the Wilsonville-Newberg Road between a connection with the Beaverton-Aurora Highway one-half mile north of Wilsonville and the Marion-Clackamas County line, in Clackamas County.

Approval was made subject to the condition that the grade crossing of the railroad within the limits of the project be protected by safety devices adequate for the protection of a grade crossing of that class.

Very truly yours,

W. H. LYNCH
District Engineer

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Clackamas County. Federal Classification and Number WPSO 270.

Name of section proposed for improvement Wilsonville-Yamhill-Clackamas County Line located between Wilsonville and Yamhill-Clackamas County Line on county road extending from Wilsonville to Newberg.

Type of improvement proposed Oil Mat.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks hauling farm produce.

6. Traffic density 97 passenger cars, 12 light trucks.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission.

Clackamas County. Federal Classification and Number WPSO 210.

Name of section proposed for improvement Wilsonville-Yamhill-Clackamas County Line located between Wilsonville and Yamhill-Clackamas County Line on county road extending from Wilsonville to Newberg.

Type of improvement proposed Oil Mat.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks hauling farm produce.

6. Traffic density 97 passenger cars, 12 light trucks.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

December 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Yamhill County Line-Wilsonville Section to which has been assigned number WPS 270.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EE

Encl.

STATE Oregon

PROJECT NO. [illegible] 27
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 5, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Yamhill Co. Line-Wilsonville Section, Newberg-Wilsonville Road

2. Between ~~control points of official description~~ a point in S½ Sec. 31, T. 3 S., R. 1 W., and a point on line between S. E. ¼ Sec. 14 and N. E. ¼ Sec. 23, T. 3 S., R. 1 W. W. M.

3. Between intermediate control points if used: _____ and _____

County of Clackmas

4. Length in miles (gross) 5.8 (net) 5.8

5. Preliminary estimate of cost: Total, $9,800; section of road to be first improved, $9,800.

of which $_____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: _____ (Amount.)

_____ (Source; refer to statute.)

(b) County _____ (Amount.) (Source; refer to statute.)

_____

8—3073

PROJECT NO.
STATE

7. Funds for maintenance to be provided by ..... State or County ....., from the following
(State or (and) County.)

sources: ..... Chapter 175, Laws 1917; Chapter 31, Laws 1920. .....
(Refer to Statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: ..... Treasurer of the State of Oregon .....

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: .....

.....

.....

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: .....

.....

.....

11. Additional remarks: .....

.....

.....

.....

.....

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

..... OREGON STATE HIGHWAY COMMISSION .....
(Official title of Highway Department.)

By .....

..... Its Chairman .....
(Title of officer.)

By .....

..... Its Commissioner .....
(Title of officer.)

By .....

..... Its Commissioner .....
(Title of officer.)

8—5072

OREGON CITY
CLACKAMAS
Canby
Aurora
YAMHILL CO.
CLACKAMAS CO.

269

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 26, 1935 approved the project statement for Oregon U. S. Works Program project No. WPS 269, involving the improvement of 3.9 miles of the Redland Stone-Logan Road in Clackamas County.

Approval was made subject to the condition that the grade crossing of the railroad within the limits of the project be protected by safety devices adequate for the protection of a grade crossing of that class.

Very truly yours,

W. H. LYNCH
District Engineer

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Clackamas County. Federal Classification and Number 269.

Name of section proposed for improvement Redland-Viola

located between Redland Store

and Logan

on county road extending

from Redland Store via Fisher Mill

to Logan.

Type of improvement proposed Oil Mat

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks hauling farm produce, log hauling, etc.

.

6. Traffic density 130 passenger cars, 12 light trucks, 3 heavy trucks

.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission

.

Date

Clackamas County. Federal Classification and Number 269.

Name of section proposed for improvement Redland-Viola

located between Redland Store

and Logan

on county road extending

from Redland Store via Fisher Mill

to Logan.

Type of improvement proposed Oil Mat

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks hauling farm produce, log hauling, etc.

.

6. Traffic density 130 passenger cars, 12 light trucks, 3 heavy trucks

.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission

.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

December 5, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Redland Store-Logan Section to which has been assigned number WPS 269.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. V. Nash/MR

Encl.

STATE Oregon

PROJECT NO. [illegible] 269
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 5, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Redland Store--Logan Section, Redland Store-Logan Road

2. Between ~~control points of official description~~ a point in NW¼ Sec. 6, T. 3 S., R. 3 E. to a point in NE¼ Sec. 3, T. 3 S., R. 3 E. W. M. and

3. Between intermediate control points if used: ..... and .....

County of Clackamas

4. Length in miles (gross) 3.9 (net) 3.9

5. Preliminary estimate of cost: Total, $ 7,200; section of road to be first improved, $ 7,200, of which $ ..... is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: .....
(Amount.)

(Source; refer to statute.)

(*b*) County .....
(Amount.) (Source; refer to statute.)

8—9078

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chapter 175, Laws 1917; Chapter 31, Laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

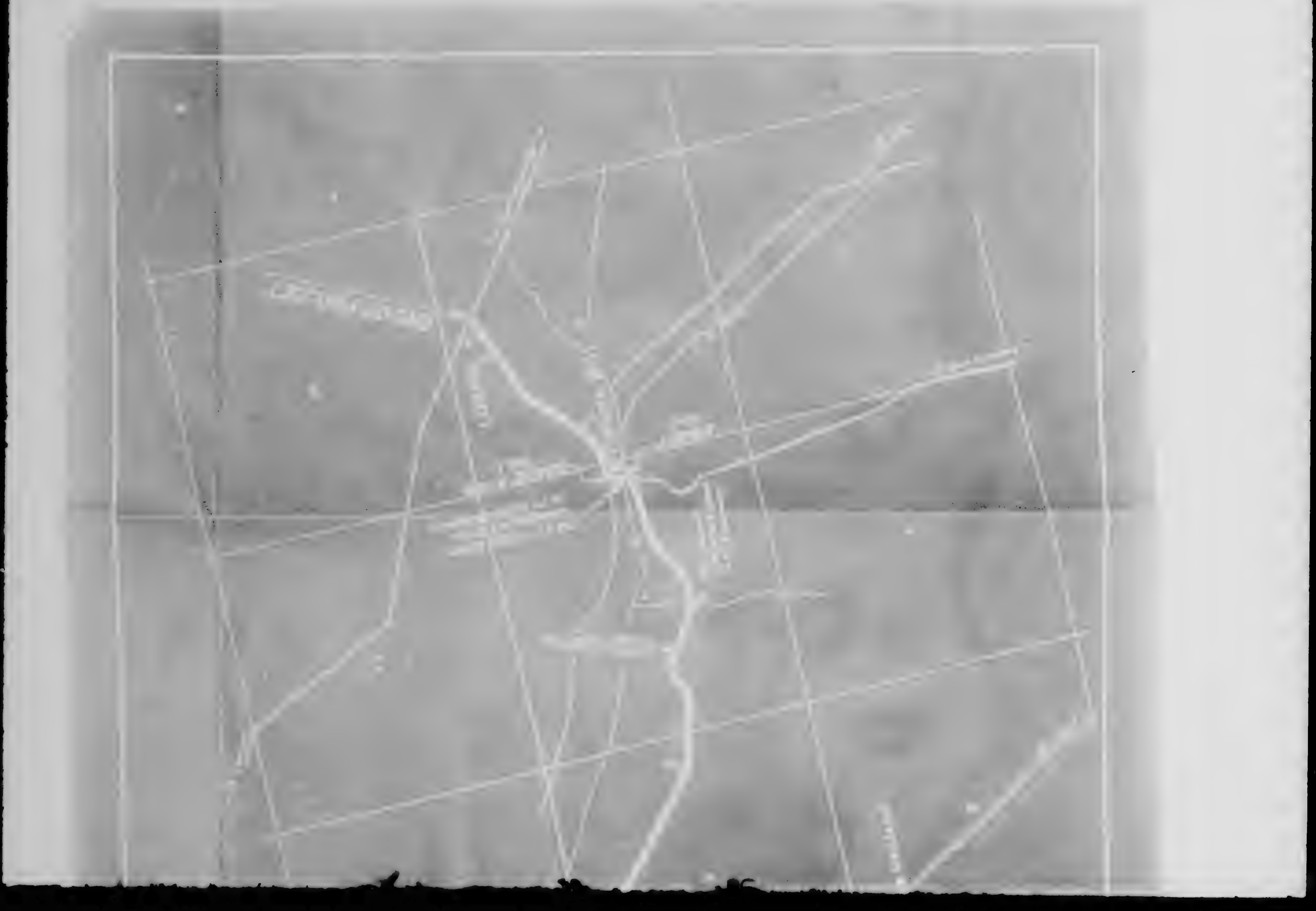
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

9—6073



UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

#275

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau December 23, 1935 approved the project statement for Oregon U. S. Works Program Highway Project No. WPS 275, involving the improvement of 6.3 miles of the Multnomah County Road-Sandy Section of the Bluff Road between Sandy and a point on the north line of Section 28, T.1 S., R.4 E., in Clackamas County.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Ebbert
Highway Engineer

[redacted] STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Clackamas County. Federal Classification and Number FM 275.

Name of section proposed for improvement Sandy -
Clackamas-Multnomah Co. Line located between Mt. Hood Highway
at Sandy and Clackamas-Multnomah
County Line on county road extending
from Sandy on Mt. Hood Highway
to Mt. Hood Highway in Multnomah County.

Type of improvement proposed Oil Mat Surface
.

1. Are employable relief workers available? Yes
.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes
.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes
.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes
.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, heavy trucks
.

6. Traffic density 223 passenger cars, 14 light trucks, 5 heavy trucks
.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission

Clackamas County. Federal Classification and Number FPSO 275.

Name of section proposed for improvement Sandy -

Clackamas-Multnomah Co. Line located between Mt. Hood Highway

at Sandy and Clackamas-Multnomah

County Line on county road extending

from Sandy on Mt. Hood Highway

to Mt. Hood Highway in Multnomah County.

Type of improvement proposed Oil Mat Surface

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, heavy trucks

.

6. Traffic density 223 passenger cars, 14 light trucks, 5 heavy trucks

.

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission

.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

December 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Multnomah County Line-Sandy Section to which has been assigned number WPS 275.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/EH

Encl.

STATE Oregon

PROJECT NO. FPA 27
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 5, 1935

The Secretary of Agriculture,
Washington, D. C.

Sir: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Multnomah County Line-Sandy Section, Bluff Road

2. Between ~~control points of official description:~~ a point on county line between SW¼ Sec. 21, and NW¼ Sec. 28, T. 1 S., R. 4 E., and a connection with Fed. Route No. 24 near Sandy

3. Between intermediate control points if used: _____ and _____

County of Clackamas

4. Length in miles (gross) 6.3 (net) 6.3

5. Preliminary estimate of cost: Total, $ 10,500; section of road to be first improved, $ 10,500, of which $ _____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: _____ (Amount.)

_____ (Source; refer to statute.)

(*b*) County _____ (Amount.) (Source; refer to statute.)

_____

8—8073

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chapter 175, Laws 1917; Chapter II, Laws 1920 (Name statute(s).)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

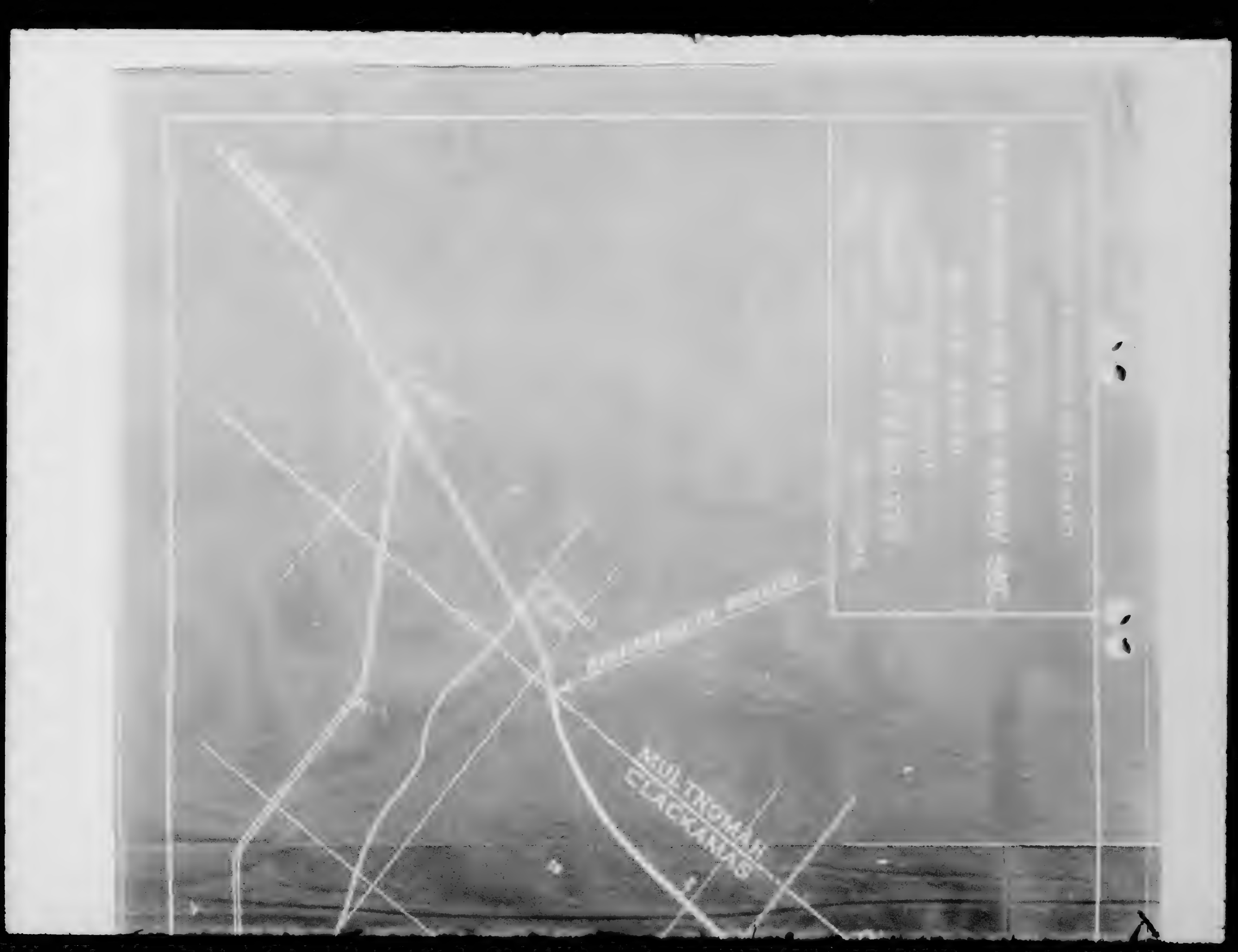
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—5072


MULTNOMAH
CLACKAMAS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

273

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 23, 1935 approved the project statement for Oregon U. S. Works Program Highway Project No. WPS 273, involving the improvement of 1.4 miles of the Iron Mountain Section of the Lake Grove-Oswego Road between a point in Section 8 and a point in Section 9 T. 2 S., R.1 E., in Clackamas County.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Jarvis
Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Clackamas County. Federal Classification and Number WPA 273.

Name of section proposed for improvement Oswego-Iron Mt.-Lake Grove

located between Oswego

and Lake Grove

on county road extending

from Oswego

to Boone's Ferry Road.

Type of improvement proposed Oil Mat Surface

.

1. Are employable relief workers available? Yes

.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks

.

6. Traffic density 234 passenger cars, 15 light trucks

.

7. How will proposed improvement be maintained? By Clackamas County
by agreement with Oregon State Highway Commission

Date _____

Clackamas County. Federal Classification and Number WPCO 273.

Name of section proposed for improvement Oswego-Iron Mt.-Lake Grove

located between Oswego

and Lake Grove

on county road extending

from Oswego

to Boone's Ferry Road.

Type of improvement proposed Oil Mat Surface

1. Are employable relief workers available? Yes

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks

6. Traffic density 234 passenger cars, 15 light trucks

7. How will proposed improvement be maintained? By Clackamas County by agreement with Oregon State Highway Commission

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

December 5, 1935

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Iron Mountain Section to which has been assigned number WPS 273.

Very truly yours,

P. H. BALTOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/EM

Encl.

STATE Oregon

PROJECT NO. RPS 273
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 5, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Iron Mountain Section, Lake Grove-Oswego Road

2. Between control points or official description: a point in E. ½ Sec. 8, T. 2 S., R. 1 E. and a point in NE. ¼ Sec. 9, T. 2 S., R. 1 E., W. M.

3. Between intermediate control points if used: ____ and ____

County of Clackamas

4. Length in miles (gross) 1.4 (net) 1.4

5. Preliminary estimate of cost: Total, $4,000; section of road to be first improved, $4,000, of which $____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ____
(Amount.)

(Source; refer to statute.)

(*b*) County ____
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 175, Laws 1917; Chap. 31, Laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

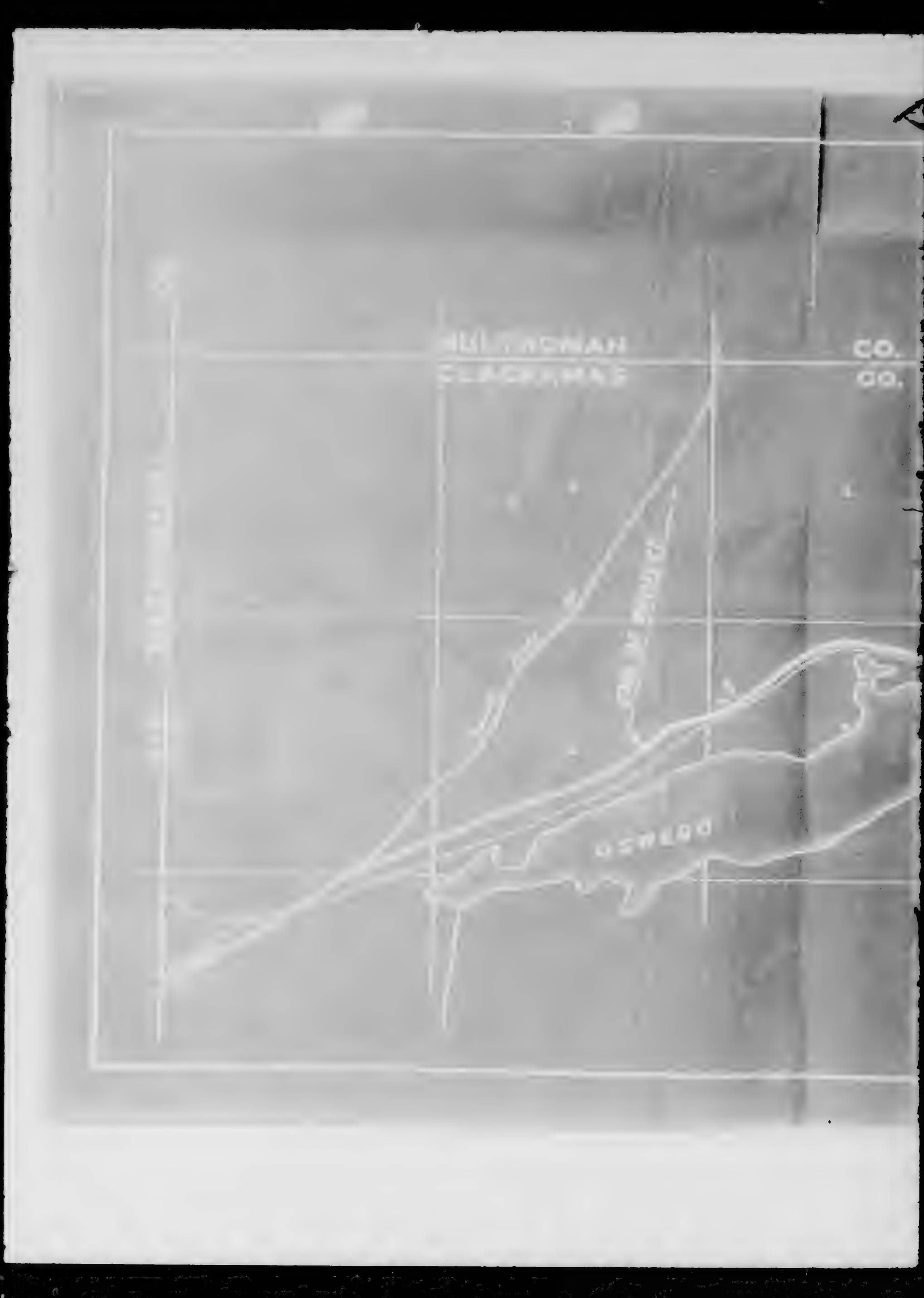
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 5—5072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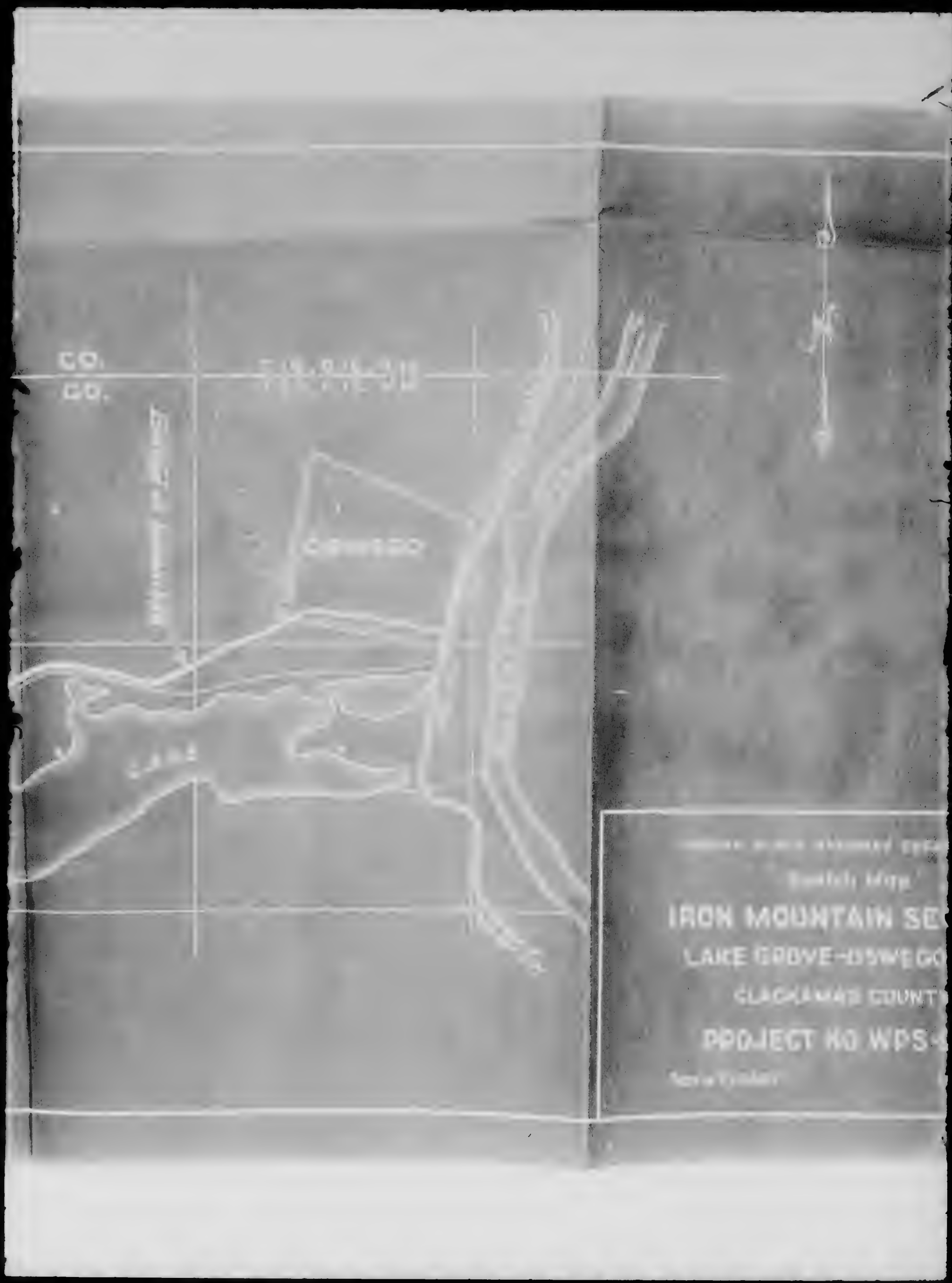

IRON MOUNTAIN SE
PROJECT NO WPS

IRON MOUNTAIN SECTION

LAKE SHORE DRIVE

PROJECT NO. W.R.S.-272

276

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1935

RECEIVED
DEC 23 1935
OREGON

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Project No. WPSO 276, the Herman Ranch-Missouri Ridge Road Section of the Molalla-Wilhoit Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our approval of the project is subject to the condition the detailed plans be furnished prior to payment of the final voucher.

Concurrence in award will be withheld pending approval of the project statement.

Our recommendation for approval is also conditioned upon your office obtaining a statement from the State Administrator, WPA, that relief labor is available.

Copies of county maintenance agreement should be furnished with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

December 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Herman Ranch-Missouri Ridge Road Section, Project No. WPSO 276.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 276

KERMAN RANCH-MISSOURI RIDGE ROAD SECTION

OF THE MOLALLA-WILHOIT ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1935

1,380	cu. yds.	Placing Mineral Aggregate	$1.25	$1,725.00
3,300	yd. mi.	Hauling Mineral Aggregate	0.20	660.00
88	tons	Cutback Asphalt in Place	27.00	2,376.00
78	tons	No. 3 Oil in Place	27.00	2,106.00
94	tons	Tar in Place	23.00	(Alternate)
		Subtotal		$6,867.00
		10% Engr. & Cont.		686.70
		Total		$7,553.70

Length of Roadwork	3.843 miles
Length of Bridge	0.016 mile
Total Length	3.859 miles
Cost per mile	$1,957.42

Note: Oiling is to be constructed across bridges.

WPSO Funds Requested - $7,553.70

Estimated Labor Required	3,400 man-hours
Cost of Labor	$2,100.00
Cost of Materials	$3,000.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

560	cu. yds.	3/4" - 1/2" Crushed Rock in Stockpile	$1.50	$ 840.00
520	cu. yds.	1/2" - 1/4" Crushed Rock in Stockpile	1.50	780.00
300	cu. yds.	1/2" - 0" Crushed Rock in Stockpile	1.50	450.00
				$2,070.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

274

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Highway Project No. WPSO 274, the Firwood-Dover Section of the Firwood-Estacada Highway in Clackamas County, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our recommendation for approval is conditioned upon your office obtaining a statement from the State Administrator, WPA, that relief labor is available for this project.

Concurrence in award of contract will be withheld pending approval of the project statement.

Detailed plans should be submitted before payment of the final voucher.

Copies of county resolution regarding maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

272

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1935

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon WPSO 272, Trachsel Road in Clackamas County, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer.

Approval is also conditioned upon your securing a written statement from the State representative of the W.P.A. that relief labor is available for this project.

Detailed plans and profile must be submitted prior to payment of the final voucher. The necessary county maintenance agreement should be furnished with the project agreement estimate.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

December 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Trachsel Section, Project No. NPSO 272.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. [illegible] 278

TRACHSEL SECTION OF THE

TRACHSEL ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1935

300	cu. yds.	Placing Mineral Aggregate	$1.25	$ 475.00
350	yd. mi.	Hauling Mineral Aggregate	0.20	70.00
24	tons	Cutback Asphalt in Place	27.00	648.00
22	"	No. 3 Oil in Place	27.00	594.00
26	"	Tar in Place	23.00 (Alternate)	
		Subtotal		$1,787.00
		10% Engr. & Cont.		178.70
		Total		$1,965.70
		Length	1.174 miles	
		Cost per mile	$1,674.36	

WPSC Funds Requested- $1,965.70

Estimated Labor Required	900 man-hours
Cost of Labor	$600.00
Cost of Materials	$800.00

Non-Participating Items

Mineral Aggregate Furnished by Clackamas County

160	cu. yds.	3/4" - 1/2" Crushed Rock in Stockpile	$1.50	$ 240.00
140	" "	1" - 1/4" Crushed Rock in Stockpile	1.50	210.00
80	" "	1/4" - 0" Crushed Rock in Stockpile	1.50	120.00
				$ 570.00

271

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Highway Project No. WPSO 271, the Boring-Peterson Corner Section of the Clackamas-Boring Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our recommendation for approval is conditioned upon your office securing a statement from the State Administrator of WPA that relief labor is available for this project.

Concurrence in award will be withheld pending approval of the project statement.

Copies of county resolution covering maintenance should be submitted with the project agreement estimate.

Detailed plans should be submitted prior to the submission of the final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

December 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Bering-Petersen Corner Section, Project No. WPED 271.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/EE

Encl.

Oregon State Highway Department

U. S. Works Progress
Project No. WPSO 271

BORING-PETERSON CORNER SECTION OF THE

CLACKAMAS-BORING ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1935

650	cu. yds.	Placing Mineral Aggregate	$1.25	$ 812.50
1,200	yd. mi.	Hauling Mineral Aggregate	0.20	240.00
26	tons	Cutback Asphalt in Place	27.00	702.00
40	tons	No. 3 Oil in Place	27.00	1,080.00
46	tons	Tar in Place	23.00	(Alternate)
		Subtotal		$2,834.50
		10% Engr. & Cont.		283.45
		Total		$3,117.95

Length of Roadway	2.094 miles
Length of 1 Bridge	.005 "
Total Length	2.099 "
Cost per mile	$1,485.44

Note: Oiling is to be constructed across bridge.

WPSO Funds - $3,117.95

Estimated Labor Required	1,400 man-hours
Cost of Labor	$900.00
Cost of Materials	$1,200.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

270	cu. yds.	1½" - 3/4" Crushed Rock in Stockpile	$1.50	$ 405.00
110	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	1.50	165.00
180	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.50	270.00
90	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.50	135.00
				$ 975.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

270

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Project No. WPSO 270, the Yamhill County Line-Wilsonville Section of the Newberg-Wilsonville Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Due to the abbreviated nature of the plans, the review notes are incomplete. Our approval is subject to the condition that detailed plans be furnished prior to submission of the final voucher.

Our recommendation for approval is conditioned upon your office obtaining a statement from the State Administrator, WPA, that relief labor is available; also that the timber structure be repaired before the oil surface is constructed.

Concurrence in award will be withheld pending approval of the project statement.

Copies of County maintenance agreement should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

December 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Yamhill County Line-Wilsonville Section, Project No. WPSO 270.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 270

YAMHILL COUNTY LINE-WILSONVILLE SECTION OF THE

NEWBERG-WILSONVILLE ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1939

1,800	cu. yds.	Placing Mineral Aggregate	$1.25	$2,250.00
6,700	yd. mi.	Hauling Mineral Aggregate	0.20	1,340.00
118	tons	Cutback Asphalt in Seal Coat	27.00	3,186.00
106	tons	No. 3 Oil in Place	27.00	2,862.00
126	tons	Tar in Place	23.00	(Alternate)
		Subtotal		$9,638.00
		10% Engr. & Cont.		963.80
		Total		$10,601.80

Length of Roadway	5.837 miles
Length of Bridge	.007 mile
Total Length	5.844 miles
Cost per mile	$1,814.13

Note: Oiling is to be constructed across bridge.

WPSO Funds Requested- $10,601.80

Estimated Labor Required	4,900 man-hours
Cost of Labor	$3,000.00
Cost of Materials	$4,000.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

730	cu. yds.	3/4" - 1/2" Crushed Rock in Stockpile	$1.50	$1,095.00
680	cu. yds.	1" - 1/4" Crushed Rock in Stockpile	1.50	1,020.00
390	cu. yds.	1/4" - 0" Crushed Rock in Stockpile	1.50	585.00
				$2,700.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

269

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon WPSO 269, the Redland Store-Logan Road in Clackamas County, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer.

Approval is also conditioned upon your securing a written statement from the State representative of the W.P.A. that relief labor is available for this project.

Detailed plans should be furnished prior to payment of the final voucher.

The necessary county maintenance agreement should be furnished with the project agreement estimate.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By H. E. Andrews

F. E. Andrews
Sr. Highway Engineer

December 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Redland Store-Logan Section, Project No. NPSO 269.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 269

REVISED STONE-LOGAN SECTION OF THE

REVISED STONE-LOGAN ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1935

1,400	cu. yds.	Placing Mineral Aggregate	$ 1.25	$ 1,750.00
2,200	yd. mi.	Hauling Mineral Aggregate	0.20	440.00
90	tons	Outback Asphalt in Place	27.00	2,430.00
80	tons	No. 3 Oil in Place	27.00	2,160.00
96	tons	Tar in Place	23.00	(Alternate)
			Subtotal	$ 6,780.00
			10% Engr. & Cont.	678.00
			Total	$ 7,458.00

Length of Roadway	3.912 miles
" " Bridges	.019 "
Total Length	3.931 "
Cost per mile	$ 1,897.22

Note: Oiling is to be constructed across bridges.

WPSO Funds Requested- $ 7,458.00

Estimated Labor Required	3,400 man-hours
Cost of Labor	$ 2,100.00
Cost of Materials	$ 3,000.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

570	cu. yds.	1" - 1½" Crushed Rock in Stockpile	$ 1.50	$ 855.00
530	cu. yds.	¾" - 1" Crushed Rock in Stockpile	1.50	795.00
300	cu. yds.	¼" - ¾" Crushed Rock in Stockpile	1.50	450.00
				$ 2,100.00

Oregon State Highway Department

W. S. Works Program
Project No. WPSO 269

REDLAND STORE-LODAH SECTION OF THE

REDLAND STORE-LODAH ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1935

1,400	cu. yds.	Placing Mineral Aggregate	$ 1.25	$ 1,750.00
2,200	yd. mi.	Hauling Mineral Aggregate	0.20	440.00
90	tons	Cutback Asphalt in Place	27.00	2,430.00
80	tons	No. 3 Oil in Place	27.00	2,160.00
96	tons	Tar in Place	23.00	(Abnormal)
		Subtotal		$ 6,780.00
		10% Engr. & Cont.		678.00
		Total		$ 7,458.00

Length of Roadway	3.912 miles
" " Bridges	.019 "
Total Length	3.931 "
Cost per mile	$ 1,897.22

Note: Oiling is to be constructed across bridges.

WPSO Funds Requested- $ 7,458.00

Estimated Labor Required	3,400 man-hours
Cost of Labor	$ 2,100.00
Cost of Materials	$ 3,000.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

570	cu. yds.	1" - ½" Crushed Rock in Stockpile	$ 1.50	$ 855.00
530	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.50	795.00
300	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.50	450.00
				$ 2,100.00

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

December 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon WPSO 275, the Multnomah County Line-Sandy section of the Bluff Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Approval is also conditioned upon your securing from the State representative of the W.P.A. a written statement that relief labor is available for this project.

Detailed plans must be submitted prior to payment of the final voucher. The necessary county maintenance agreement should be furnished with the project agreement estimate.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

December 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Multnomah County Line-Sandy Section, Project No. WPSO 275.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KR

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WP80 275

MULTNOMAH COUNTY LINE-SANDY SECTION OF THE

BARLOW ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1935

1,950	cu. yds.	Placing Mineral Aggregate	$ 1.25	$ 2,437.50
6,900	yd. mi.	Hauling Mineral Aggregate	0.20	1,380.00
128	tons	Cutback Asphalt in Place	27.00	3,456.00
114	tons	No. 3 Oil in Place	27.00	3,078.00
136	tons	Tar in Place	23.00	(Alternate)
		Subtotal		$ 10,351.50
		10% Engr. & Cont.		1,035.15
		Total		$ 11,386.65

Length 6.306 miles
Cost per mile $ 1,805.68

WP80 Funds Requested- - - -

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT NO. 1

273

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon WPSO 273, the Iron Mountain section of the Lake Grove-Oswego Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Approval is also conditioned upon your securing from the State representative of the W.P.A. a written statement that relief labor is available for this project.

Detailed plans must be submitted prior to payment of the final voucher. The necessary county maintenance agreement should be furnished with the project agreement estimate.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Eagle Creek Falls Road

December 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Iron Mountain Section, Project No. WPSO 273.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bady/EE

Encl.

To Eagle Creek Falls Road

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 275

ARCH MOUNTAIN SECTION OF THE

LAKE GROVE-CHENOO ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1935

900	cu. yds.	Placing Mineral Aggregate	$1.25	$1,125.00
600	yd. mi.	Hauling Mineral Aggregate	0.20	120.00
36	tons	Cutback Asphalt in Place	27.00	972.00
54	tons	No. 3 Oil in Place	27.00	1,458.00
64	tons	Tar in Place	23.00	(Alternate)
		Subtotal		$3,675.00
		10% Engr. & Cont.		367.50
		Total		$4,042.50

Length	1.363 miles
Cost per mile	$2,965.88

WPSO Funds Requested- $4,042.50

Estimated Labor Required	~~3,400~~ 1800 man-hours
Cost of Labor	~~$2,100.00~~ 1100.00
Cost of Materials	$1,600.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

380	cu. yds.	1½" - 3/4" Crushed Rock in Stockpile	$1.50	$ 570.00
150	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	1.50	225.00
250	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.50	375.00
120	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.50	180.00
				$1,350.00

To Eagle Creek Falls Road

274

December 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Firwood-Dover Section, Project No. WPSO 274.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

40 Eagle Creek Falls Road

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 274

FIRCREST-LOWER SECTION OF THE

FIRCREST-ESTACADA ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1933

1,050	cu. yds.	Placing Mineral Aggregate	$1.25	$1,312.50
2,400	yd. mi.	Hauling " "	0.20	480.00
66	tons	Outback Asphalt in Place	27.00	1,782.00
60	tons	No. 3 Oil in Place	27.00	1,620.00
72	tons	Tar in Place	23.00	(Alternate)
		Subtotal		$5,194.50
		10% Engr. & Cont.		519.45
		Total		$5,713.95

Length 3.297 miles
Cost per mile $1,733.07

WPSO Funds Requested- $5,713.95

Estimated Labor Required 2,600 man-hours
Cost of Labor $1,600.00
Cost of Materials $2,400.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Clackamas County

425	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	$1.50	$ 637.50
395	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.50	592.50
230	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.50	345.00
				$1,575.00

269-21

OREGON STATE HIGHWAY DEPARTMENT

CLACKAMAS COUNTY MARKET ROADS

State Secondary Oil Projects

1 Swede Stump–Meadowbrook (Wrights Bridge–Colton)
2 Estacada–Firwood
3 Eagle Creek–Dover
4 Borland Road
5 Silverton Road (Liberal–Marquam)
6 Wilsonville–Ladd Hill
7 Barton–Carver
8 Redland Store–Fisher Mill–Logan
9 Monitor–Barlow
10 Marquam–Canby
11 Oregon City–Clarks
12 Oswego–Wilsonville
13 County Line–Lake View Villa (Lower Boones Ferry)
14 Willamette–Teideman Hill
15 Sandy–Pleasant Home (Bluff Road)
16 Rock Creek Bridge–Mt. Hood Loop
17 Boring–County Line
18 Damascus–County Line
19 Barton–Eagle Creek–Estacada
20 Oregon City–Viola (Abernathy)
21 Myers–Beeson
22 Oregon City–Mulino
23 South End Road (Oregon City–New Era)
24 Oregon City–Browns School
25 O'Neills Corner–Molalla–Wilhoit
26 Gribble Prairie–Macksburg–Liberal
27 Boones Ferry–County Line
28 Parkplace–Springwater
29 Happy Valley–County Line
30 Boring–Sycamore
31 Oswego–County Line (Upper Boones Ferry)
32 Molalla–Hubbard
33 Sandy–Eagle Creek
34 Oatfield Road
35 Estacada–Colton
36 Lower Highland Road
37 Webster
38 82nd Street Road
39 Rock Creek Bridge to Redland Store
40 Eagle Creek Falls Road

CLACKAMAS COUNTY

FEDERAL--STATE--COUNTY--PROPOSED OILING PROGRAM

OCTOBER, 1935

No.	ROAD	LOCATION	LENGTH	WIDTH	DATA TYPE OIL	COST COST/MILE	SHAPING & ADDING ROCK	TOT. C PER
1	Market Road 8	Redland to Viola	4.05	18	~~0-11~~ 9	$ 25.00	$ 5.00	$ 30.
2	Market Road 6	Wilsonville to Yamhill Co. line	5.9	18	0-11 9	27.00	2.	29.
3	Market Road 16	Boring to Mt. Hood Loop	2.2	9	0-11 9	13.00	4.00	17.
4	~~Market Road 7~~	~~Haselfern Dairy to Boring~~	~~6.0~~	~~17~~	0-30	4.75	----	4.
5	Traxel Cutoff	M. R. 28 to St. Sec. 161	1.25	18	0-9	15.50	2.00	17.
6	Iron Mountain	Oswego to Lake Grove	1.4	20	0-11 9	28.00	3.50	31.
7	Market Road 2. (UB)	Dover to Firwood (Mt. Hood Loop)	4.2	18	0-9	15.00	5.00	20.
8	~~Market Road 3~~	~~Eagle Creek to Dover~~	~~6.55~~	~~18~~	~~0-11~~ 9	24.50	3.75	28.
9	~~Russelville~~	~~Molalla to Russelville~~	3.75	18	0-9	15.00	5.00	20.
10	Market Road 25	Herman's to Missouri Ridge Road	4.2	18	0-9	16.50	2.00	18.
11	Market Road 15 (Bluff Road	Mt. Hood Loop at Sandy to Mult Co	5.35	18	0-9	15.00	3.00	18.
12	~~Market Road 22~~	Carver to State Sec. 161	11.7	17	0-30	4.50	----	4.
13	~~Market Road 18~~	Damascus to Mult. Co. line	3.6	17	0-30	5.00	----	5.
14	~~Market Road 19~~	Barton to Eagle Creek	3.55	17	0-30	4.00	----	4.
15	Market Road 11	End Pavmt to Clarks 4 corners	1.00	18	0-11	25.00	5.00	30.
16	Market Road 20	End pavmt to Kirchem's corner	0.7	18	0-9	16.00	3.00	19.
17	Market Road 21	Massinger Cor's to McIntyre Store	4.6	18	0-11	25.50	5.00	
18	Market Road 10	Marquam to Pavement	2.0	18	~~0-11~~ 9	26.00	----	26.
19	Road No. 361	Boring to Kelso Road	1.2	18	0-9	16.00	5.00	21.

In case surplus funds

CLACKAMAS COUNTY

FEDERAL--STATE--COUNTY--PROPOSED OILING PROGRAM

OCTOBER, 1936

ROAD	Priority	LOCATION	LENGTH	WIDTH	DATA TYPE OIL	COST/MILE	SHAPING & ADDING ROCK	TOT.COST PER MILE	TOT.COST
ad 8	1.	Redland to Viola	4.05	18	0-11 0-9	$ 25.00	$ 5.00	$ 30.00	$12,150.
ad 6	2.	Wilsonville to Yamhill Co. line	5.9	18	0-11 0-9	27.00	2. 0	29.00	17,110.
ad 16	3.	Boring to Mt. Hood Loop	2.2	9	0-11 0-9	13.00	4.00	17.00	3,740.
teff	4	~~Mascifern Dairy to Boring~~ M. R. 28 to St. Sec. 161	6.9	17	0-30	4.75	----	4.75	3,280.
tain	5	Oswego to Lake Grove	1.25	18	0-9	15.50	2.00	17.50	2,190.
ad 2. (US)	6	Dover to Firwood (Mt. Hood Loop)	1.4	20	0-11 0-9	26.00	5.50	31.50	4,410.
ad 3		~~Eagle Creek to Dover~~	4.2	18	0-9	15.00	5.00	20.00	8,400.
le		~~Molalla to Rasselville~~	6.55	18	0-11 0-9	24.50	3.75	28.25	18,500.
d 25		Herman's to Missouri Ridge Road	3.75	18	0-9	15.00	5.00	20.00	7,500.
ad 15 (Bluff Road		Mt. Hood Loop at Sandy to Mult Co	4.2	18	0-9	16.50	2.00	18.50	7,770.
ad 22		Carver to State Sec. 161	5.36	18	0-9	15.00	3.00	18.00	9,630.
ad 19		Damascus to Mult. Co. line	11.7	17	0-30	4.50	----	4.50	5,250.
ad 19		Barton to Eagle Creek	3.6	17	0-30	5.00	----	5.00	1,800.
d 11		Bnd Pavmt to Clarks 4 corners	3.55	17	0-30	4.00	----	4.00	1,420.
d 20		Bnd pavmt to Kirchem's corner	1.00	18	0-11	25.00	5.00	30.00	3,000.
d 21		Masainger Cor's to McIntyre Store	0.7	18	0-9	16.00	3.00	19.00	1,350.
d 10		Marquam to Pavement	4.6	18	0-11	25.50	5.00		14,000.
51		Boring to Kelso Road	2.0	18	0-11 0-9	26.00	----	26.00	5,200.
			1.2	18	0-9	16.00	5.00	21.00	2,520.

5174.

$117,220

re surplus for 4.

FORM 2-B-1 82687 1M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

269-21b

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

SALEM

December 10, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. J. W. Nash.

Dear Sir:

The bituminous aggregate to be furnished by Clackamas County in stock piles for use in the oiling project covering eight units in Clackamas County and the estimate of cost of same is as follows:

10,400 cubic yards at $1.50 $15,600.00

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By F. D. Eason

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

FORM S-A-1 6M 9-55

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 9, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
O f f i c e

NOTED

Dear Sir:

Mr. Baldock wished me to remind you that all projects which have been approved by the Commission, such as the Clackamas County jobs, should be submitted to the Federal Government immediately after approval.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock √

F.E F.E

November 9, 1935

Mr. D. J. Sage,
Courthouse,
Oregon City.

Dear Sir:

I am returning to you herewith five copies of agreement between State Highway Commission and Clackamas County regarding stockpiling of rock for county road improvements.

You will recall that this agreement is subject to approval of the Bureau of Public Roads.

Yours very truly,

Secretary

HBG:D
Encl 5

FORM S-B-1 1M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

November 5, 1935.

IN REPLY PLEASE REFER TO FILE NO.
3-a

269-27b

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provision data and estimate for the county road oiling project in Clackamas County, covering eight units for a total distance of 28.3 miles; also eight prints of maps of the various units and a county map showing locations of the units.

Project numbers are shown on county map attached.

Yours very truly,

Wm. E. Chandler,
Division Engineer.

WEC:AM
cc R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

October 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your request for information regarding a number of Works Program projects in Clackamas County for which the county proposes to crush and stockpile the rock to be later contracted as a WPSO surfacing and oiling project.

It is satisfactory for the county to crush and stockpile this rock if it is produced in conformity with approved specifications and if it will be supplied at no cost to the project. It will be necessary that we be assured that the improvements contemplated will be adequate for traffic.

As regards labor credits on the crushing and stockpiling to be done by the county, this operation is not a State operation, as the funds and equipment are furnished and labor hired and paid for by the county, and therefore we do not believe credit can be taken by the State.

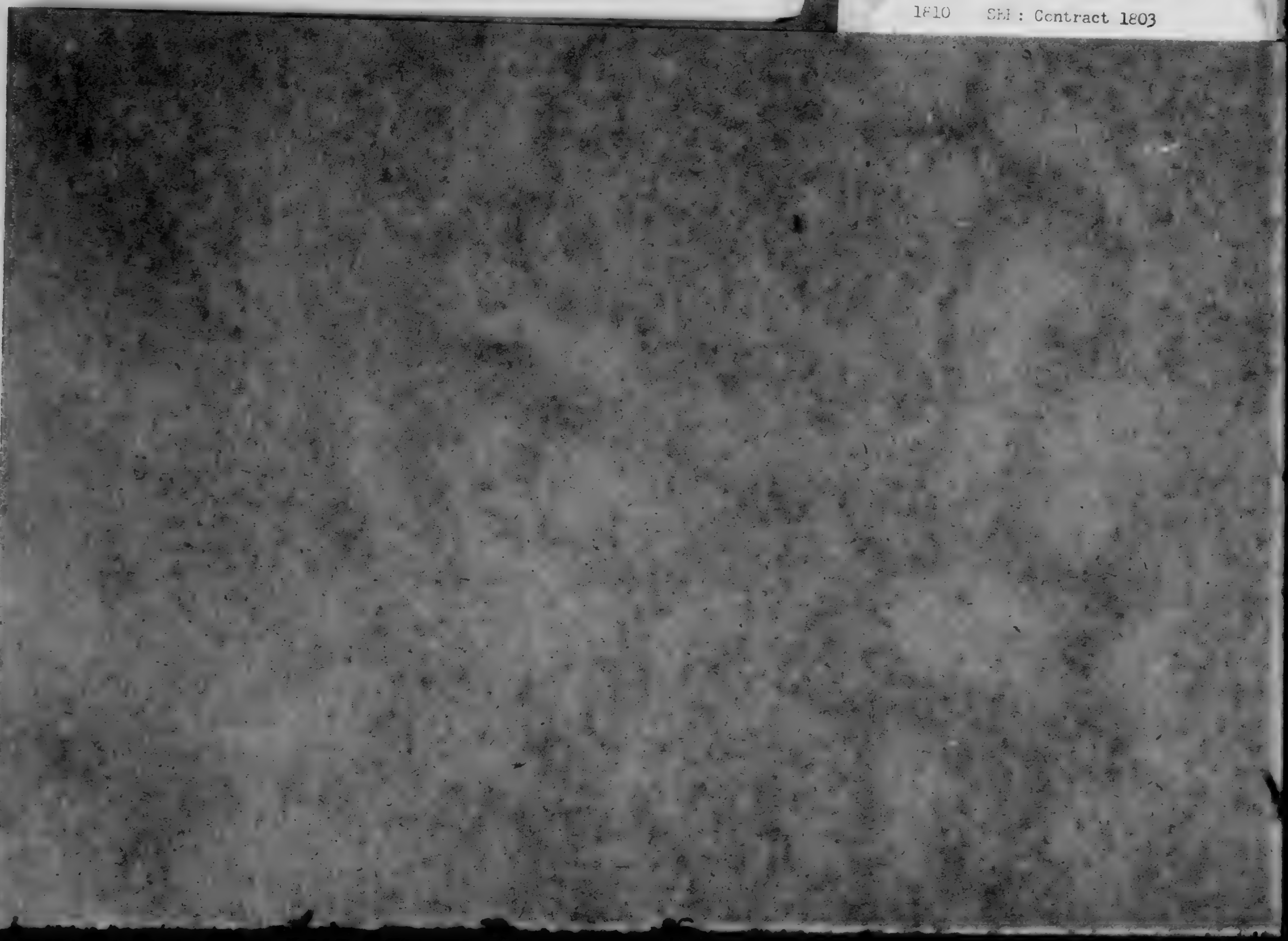
With reference to the O-30 seal treatment to be applied to asphaltic pavements in Clackamas County, the purpose and magnitude of the operation indicates that it apparently is a maintenance operation and not eligible for Works Program funds.

Very truly yours,

W. H. LYNCH
District Engineer

REFERRED TO
Mr. Probst

CONTRACT # [redacted] 1810 SEE: CONTRACT # 1803



CONTRACT# 1811

WPGS 284-A Metzger Undercrossing 1936

1811

RECEIVED
DEC 21 1937
FOR FILING
284-11

December 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 3rd, 1937, advising that the prefix WPGH was shown on the final voucher for Project No. WPGS 264-A.

Please correct the copies of voucher, sent to you previously, to indicate the correct prefix.

With reference to forms Exp. 32 for Projects Nos. WPSO 281-A and WPGS 264-A, please be advised that additional information must be secured from the field which will necessitate some delay in their submission.

Very truly yours,

H. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

FORM S-A-1 SM 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

H264

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 26 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
May 24, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Your letter of May 17th concerning over-runs and under-runs on Metzger Undercrossing has been received.

Over-runs

Trench Excavation: It was necessary during construction to put in a considerable amount of drain tile and to extend 12-inch irrigation pipe, which caused this over-run.

12-inch Irrigation Pipe: During construction it appeared best to put in two extra catch basins west of the structure at the point where the steep grade ended in addition to the two indicated on the plans east of the structure and the 12-inch irrigation pipe was extended to drain these additional catch basins, which caused over-run in this item.

30-inch Corrugated Iron Pipe: A slight change in the location of the channel change made necessary extension of 54 ft. on the east end of the existing culvert instead of 48 ft. 4 ft. additional was placed on the west end of the culvert to secure full width roadbed.

Catch Basins: The over-run in this item is explained under "12-inch Irrigation Pipe" above.

Under-runs

Excavation: No change was made in the grade and the excavation was completed according to the plans, hence the original quantity was over-estimated. After taking off the 10% allowance there was an under-run of only 3%.

12-inch Culvert Pipe: 12-inch irrigation pipe was used instead of 12-inch culvert pipe at the structure, ca sing under-run.

Salvaged Surface Material: The surfacing material was found to be badly mixed with mud, so that less salvage than originally estimated was there, causing this under-run.

Filler, Hauling Filler, and Sprinkling: The selected roadbed topping had damp, natural filler, so that no filler or sprinkling was necessary.

Very truly yours,

EAC:DP
CC R. H. Baldock

E. A. COLLIER
DIVISION ENGINEER

RECEIVED
NOV 9 1936
FOR FILING

284

#1811
x

November 7, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1811 for the construction of the Metzger Undercrossing on the Beaverton-Aurora Secondary Highway in Washington County has been completed by the contractors, Saxton & Looney and J. S. Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 17, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,964.68, including the final payment. Of this amount $175.25 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarlnd.

#1811

284

September 30, 1938

Mr. Robert Crosbie, Comptroller,
S. P. & S. Company,
1101 N. W. Hoyt Street,
Portland, Oregon.

Dear Sir:

Please disregard our letter of September 29th which was in reply to yours of the 28th in which you enclosed your bill in amount of $12.36 against Saxton & Mooney and J. S. Risley in connection with their contract No. 1811, construction of an undo crossing on the Beaverton-Aurora Secondary Highway, near Metzger.

Since the above letter was written we have learned that your bill was forwarded to this office for information only and was not intended as a claim against the contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to Saxton & Mooney and J. S. Risley,
524 Henry Bldg., Portland.

cc to United States Fidelity & Guaranty Co.,
G. B. Eckles, Mgr. Bedell Bldg.,
Portland.

#1811

September 29, 1936

UNITED STATES FIDELITY & GUARANTY COMPANY
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Mr. Robt. Crosbie, Comptroller, S. P. &. S. Railway Company, enclosing O. E. Bill No. 9251 in the amount of $1[illegible].36, for services rendered by the Oregon Electric Company to contractors Saxton, Looney and Risley, in connection with State Highway Contract No. 1811, covering construction of the undercrossing on the Beaverton-Autora Secondary State Highway, near Metzger. Copy of this bill is enclosed.

We are notifying you of this claim inasmuch as you appear as surety on the bond furnished by the contractors.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

Encl.

cc - Saxton, Looney & Risley
324 Henry Building
Portland, Oregon

Sept. 29, 1936

Mr. Robt. Crosbie, Comptroller,
S. P. & S. Railway Company,
1101 Northwest Hoyt Street
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 28, with attached copy of O. K. Bill No. 9251, in the amount of $12.36, representing services rendered by the Oregon Electric Railway Company to contractors Saxton, Looney and Risley, in connection with State Highway Contract No. 1811 covering construction of the undercrossing on the Beaverton-Aurora Secondary Highway, near Metzger.

We are making note of this claim against the contractor and would suggest that you file notice of said claim with the Secretary of State, in conformance with Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is herein enclosed.

Yours very truly,
STATE HIGHWAY COMMISSION

By
Secretary

HBG:MC

encl.

cc - Saxton, Looney & Risley,
324 Henry Building
Portland, Oregon

SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY
1101 N. W. Hoyt St
PORTLAND, OREGON.

File No. DA-808-LL

September 28, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

As per your request of Resident Engineer, Mr. Durette, please find enclosed copy of bill No. O. E. 9251, amount $12.36, verses Saxton, Looney and Risley, contractors, for services rendered by the Oregon Electric Railway Company during August 1936 in connection with constructing an undercrossing near Metzger, Oregon.

Yours truly,

Robt. Crosbie

BILL WHICH WAS ATTACHED:

FOR: Services rendered in connection with constructing an undercrossing under the tracks of the Oregon Electric Ry. Co. near Metzger, Ore. as per contract dated February 29, 1936.

Delayed Items		
July, 1936		
Flagging Pile Driver		
L. E. Austman - Conductor		
July 26th 153 Miles @ t 6.68	$10.22	
11½% supervision	1.18	
Electrical Department - Bonders		
C. S. Glass - Personal expenses		
for July 18th - Vo. 8285	.50	$11.90
Railroad Retiremant Act of 1935 3½% of	10.22	.36
F. S. S. Act & Ore. U. C. Act. 1% "	10.22	.10
	AMOUNT OF THIS BILL	$12.36

Copy assigned handed to Bonderman
of Bridge Dept.

284-A

September 29, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In reply to your letter of September 17th, concerning the Public Utilities Commissioner Order in connection with the Metzger Undercrossing, Project WPGS 284-A, this will advise that you are correct in assuming that the order does not preclude payment by the State for any portion of the work which may be ineligible for federal reimbursement, either because of the nature of the work, or the limitation of funds set up for the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No._____,

POST OFFICE BUILDING
PORTLAND, OREGON

September 17, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have copies of P.U.C. Oregon Order No. 3168 in connection with the Metzger Undercrossing, Oregon U. S. Works Program Grade Crossing project WPGS 284-A.

We note that on page 2 it is ordered "that the entire cost of the construction ** shall be borne by the Federal Government". Are we correct in assuming that the order does not preclude payment by the State for any portion of the work which may be ineligible for Federal reimbursement either because of the nature of the work or the limitation of funds set up to the project?

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

#1811

284

September 14, 1936

Mr. H. B. Glaisyer:

Contract No. 1811 with Saxton & Looney and J. S. Risley for the construction of the Metzger Undercrossing, Br. No. 2240, on the Beaverton-Aurora Secondary Highway in Washington County was completed on August 13, 1936.

The acceptance of this project and permission to pay the final estimate is hereby requested of the Commission.

G. S. Paxson

DGD LD

APPROVED BY HIGHWAY COMMISSION
DATE Sept 15 1936
H. B. Glaisyer
Secretary

Form 233—SM—8-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

284

For Week Ending August 29, 1936., 193

Section Metzger Undercrossing — *Kind of work* Grade Separation

Highway Beaverton Aurora Secondary — *Section prefix* 134- 1006

Contractor Saxton, Looney and J.S. Risley — *Contract number* 1811

Date of contract 1-21-36., 193 — *Date of completion* 7-31-36, 193

Date work started 2-27-36, 193 — *Estimated date of completion* 7-31-36, 193

Amount of contract . . . . . $ 16,242.00 — *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 16,242.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering costs to date, $ 760.00, 4.7 % — *Date project was completed* August 13, 1936, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final estimate was finished this week and ~~work~~ sent to Mr. C.A. DuRette, Resident Bridge Engineer in Multnomah Ore.

NOTED
H. D. SMITH

Signed .....

Address .....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.19	.19		.19	
Miles partially completed	xxxx	xxx		xxx	
Miles completed	.19	.19		.19	
Total estimated quantities	10,500	1420		11	
Estimated quantities moved or placed to date	9,337	1300		xxxx 10	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.19	.19		.19	
Miles partially completed	xxxx	xxx		xxx	
Miles completed	.19	.19		.19	
Total estimated quantities	10,500	1420		11	
Estimated quantities moved or placed to date	9,337	1300		xxxx 10	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	..... COUNTY	..... COUNTY	..... COUNTY	..... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

284-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

August 19, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGS 284-A, Metzger Undercrossing of S.P.Ry., Beaverton-Aurora Road, _____, was made by a representative of this office on August 15, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield

L. J. Canfield
Highway Engineer

COMMISSIONERS

HENRY F. CABEL, Governor, Portland
E. E. ALDRICH, Pendleton
F. I. VANDERVELDT, Klamath Falls
H. B. VAN DUZER, Secretary of State

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON

August 17, 1936

Mr. H. B. Glaisyer
State Highway Engineer
Salem, Oregon

Mr. H. B. Glaisyer:

Attached hereto is an application for an extension of time in which to complete the Metzger Undercrossing project in Washington County, Contract No. 1811. This application is accompanied by the consent of the surety company and a recommendation of approval by the Bureau of Public Roads.

The contractor's request and the bonding company's consent is for an extension of 30 days. The job, however, was completed on August 15, an overrun of 15 days, and the Bureau's recommendation for approval of extension is limited to this 15-day period.

I would recommend that the extension of fifteen days up to and including August 15, be granted without penalty to the contractor.

G. W. Peterson

GWP LD
Attached

cc R. H. Baldock

NOTED
State Highway Engineer

FORM 6-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

284

OREGON STATE HIGHWAY COMMISSION

SALEM
Portland, Oregon
August 6, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

State Highway Engineer

Attention: Glen S. Paxson

Dear Sir:

Received attached letter from Saxton concerning extension on their Contract No. 1811 for Metzger Undercrossing. I am advised that on July 16 they addressed an application to the State Highway Commission at Salem for a 30 day extension and that consent of their surety, dated July 17, was sent in signed by their surety, the U. S. Fidelity and Guarantee Co.

The contractor expects to complete the oiling of this section Saturday, August 8, and Mr. Durette advises that they expect to finish the structure on the same date. The specified day of completion was July 31st. The subgrade was very soft when I first inspected this job about July 15 and the contractor has prosecuted the grading, draining and surfacing vigorously since that date.

There has been a fair detour around this job so that the public has not been inconvenienced by reason of the contractor's failure to complete on specified date. There has been a slight increase in engineering costs, but Mars, at least, has been working on other jobs so that the increased engineering costs are very minor for grading and surfacing.

So far as the grading and surfacing end of the project is concerned, I recommend an extension be granted without penalty and expect that if you make inspection August 10 they would require only 10 days extension instead of 30 days as asked originally.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM S-A-1 SM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 6 1936
OREGON

OREGON STATE HIGHWAY COMMISSION

SALEM
Portland, Oregon
Aug. 5, 1936

IN REPLY PLEASE
REFER TO FILE NO.

284

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith Price Agreement for tile on the Metzger Undercrossing, Contract No. 1811.

I inspected this job at the time the grading was completed ten days ago and due to soft condition of sub-grade decided that tile was necessary.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:DP

NOTED

284

July 17, 1936

Saxton & Looney and J. S. Risley,
324 Henry Building,
Portland, Oregon.

Dear Sirs:

Receipt is acknowledged of your letter of July 16th requesting an extension of of time of 30 days on your contract No. 1811 - Metzger Undercrossing on the Beaverton-Aurora Secondary Highway in Washington County.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.
cc to G. S. Paxson.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPGS 284-A

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1936

Mr. R. H.Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

ER-A4pr-2586

Form P. R. 2

State Oregon

U. S. Works Program Grade Crossing Project No. WPGS 284-Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 17th day of December, 19 35, a project statement, which was approved by the Secretary on the 27th day of December, 19 35, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 23d day of December, 19 35; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

eighteen thousand, six hundred sixteen and 20/100

dollars ($18,616.20) as the share of the United States payable under said act on account of Section A of said project, which is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935, (Public Res. No. 11, 74th Congress)

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 149+00 and Survey Station 159+00, all within the S.E. 1/4 of Sec. 26, T. 1 S., R. 1 W., W.M.

, length 0.189 of a miles, in Washington County, being Section A of Oregon U.S. Works Progress Grade Crossing project No. WPGS 204, consisting of 0.189 of a miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.00 of a mile in length; known locally as The Beaverton-Aurora Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eighteen thousand, six hundred sixteen and 20/100 dollars ($18,616.20), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] dollars ($ 1s), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing [redacted] funds and probable amount annually available)

Chap. 41, Laws 1927; Chap. 248, Laws 1931.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Watkins

Member, State Highway Commission
(Title of officer)

By H. L. Lou Vella

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

SECRETARY OF AGRICULTURE,

By _____
Acting Chief, Bureau of Public Roads.

S—3518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Grade Crossing Project No. WPGS 284-A State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $18,616.20 as the total estimated cost of said project, and the sum of $18,616.20 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 16th day of June one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By [signature]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 9—4329

FORM S-2-1 2M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 11, 1936

Barton & Looney & J. S. Risley
Henry Building
Portland, Oregon

Gentlemen:

Under date of June 5 I wrote you concerning the practice of the bridge crew on the job at the Metzger Undercrossing leaving timbers across the railroad track without proper flag protection. Immediately following this occurrence on June 5, your foreman was cautioned by Mr. DuRette, State Highway Resident Engineer, concerning the practice and advised by him that this practice could not be tolerated.

Despite this warning, on June 4 at 11:00 A.M., timbers were again found across the rails with no flag protection out.

To guard against any further occurrences of this kind, the railroad company have been notified and they have put a flagman on this job to safeguard their operations. The necessity of such flagman is due entirely to the negligence on the part of your crew and we have no other option than to assess the cost of such flagging service against your contract and to make deductions for the same from your estimates.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

GSP LD
cc C. A. DuRette
J. M. Devers

COPY

United States Department of Agriculture
Bureau of Public Roads
Dist. No. 1

284-A

June 9, 1936

COPY

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been requested to obtain copies of agreements between the State and railroad companies covering construction and maintenance of grade separation structures on Oregon U. S. Works Program Grade Crossing projects WPGS 30-A, 254-A, and 284-A.

Will you please send copies of the agreements in triplicate as soon as possible. At least one copy of each agreement should be signed.

Very truly yours,

Signed
W. H. LYNCH
District Engineer

FORM 0-0-1 50000 800 2-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

284

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 11, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer,
O f f i c e.

Dear Sir:

We hand you herewith a vicinity map, profile on the "M" line, and profile on the "T" line of the survey recently made at the Metzger undercrossing on the Aurora-Beaverton Highway in Washington County.

We recommend that the "M" line be adopted, as it is cheaper, shorter and has better alignment. The right of way requirements will be less, thereby reducing the property damage over the other line.

There is also included herewith a copy of Mr. Young's report, together with computations used in calculating the estimates shown on the profiles.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

cc R. H. Baldock

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
APR 7 1936
STATE HIGHWAY ENGINEER

IN YOUR REPLY PLEASE REFER TO FILE NO. WPGS-Oregon 284-A

POST OFFICE BUILDING
PORTLAND, OREGON

April 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

March 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 11, 1936, containing inquiry concerning the Metzger Undercrossing Section, Project No. WPGS 284-A.

Please be advised that the cost of moving the gas mains was excluded from the agreement estimate but the O.E.R.R. Co. expense, which is for inspection, was included in the cost after the usual 10% Engineering and Contingency item was computed on the contract amount. Accordingly, the item appears in the estimate below the E. & C. figure.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict: J.W.Nash:MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

March 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The estimate for Oregon Works Program Grade Crossing project WPGS 284-A, the Metzger Undercrossing section of the Beaverton-Aurora Highway, submitted March 6, 1936, as the basis of the project agreement, omits items for work to be done by the O.E. R.R. Co., and the Portland Gas & Coke Co., which were included in the preliminary estimate.

We inquired as to these items in our letter of December 24, 1935, and are now wondering whether to take their non-inclusion as an answer. We will hold the estimate until you notify us whether the omission was intentional.

Very truly yours,

W. H. LYNCH
District Engineer

284

March 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Metzger Undercrossing Section, Project No. WPGS 284.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPOS 284

[illegible] SECTION OF

THE BEAVERTON-AURORA HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 2, 1936

ROADWORK

All Required		Clearing and Grubbing		$ 900.00
128	cu. yds.	Trench Excavation	$ 1.00	128.00
10,500	cu. yds.	Excavation, Single Classif.	0.49	5,145.00
0.19	mile	Finishing Roadbed and Slopes	300.00	57.00
500	lin. ft.	12" Concrete Irrigation Pipe	1.00	500.00
140	lin. ft.	12" Concrete Pipe	1.05	147.00
50	lin. ft.	30" Corr. Iron Pipe	3.75	187.50
30	lin. ft.	Salvaging Culvert Pipe	1.00	30.00
2	only	Concrete Catch Basins	25.00	50.00
1,000	cu. yds.	Selected Roadbed Topping	1.30	1,300.00
170	cu. yds.	Salvaging Surfacing Materials	1.00	170.00
250	cu. yds.	Crushed Gravel Surfacing	2.00	500.00
100	cu. yds.	Filler	0.40	40.00
100	yd. mi.	Hauling Filler	0.20	20.00
50	M-Gal.	Sprinkling	2.00	100.00
120	cu. yds.	Mineral Aggregate in Place	4.25	510.00
11	tons	Cutback Asphalt in Place	40.00	440.00
		Subtotal		$ 10,216.50
		10% Engr. & Cont.		1,021.65
		Total		$ 11,238.15

STRUCTURE

1,900	lin. ft.	Treated Piling	$ 1.20	$ 2,280.00
18	M-FBM	Treated Lumber	96.00	1,728.00
27,000	lbs.	Structural Steel	0.0525	1,417.50
All Required		Remove Present Bridge and Maint. Traffic		600.00
		Subtotal		$ 6,025.50
		10% Engr. & Cont.		602.55
		R.R. Co. Engr.(Inspection)		750.00
				$ 7,378.05

Length of Roadway	0.189 mile
" " Undercrossing	0.000 "
Total Length	0.189 "
Cost per mile, Roadwork	$59,461.11

WPA Funds Requested:

Roadwork -	$ 11,238.15
Structure -	7,378.05
	$ 18,616.20

	Roadwork	Structure
Estimated Labor Required	6,600 man-hours	3,100 man-hours
Cost of Labor	$ 4,000	$ 2,300
Cost of Materials	$ 700	$ 2,700

Funds for Maintenance: Chap. 41, Laws 1927; Chap. 248, Laws 1931

254

February 28, 1936

Saxton & Looney & J. S. Risley
324 Henry Building
Portland, Oregon

Gentlemen:

We are sending to you by express a fully executed copy of contract #1811 awarded to you on January 21, 1936, for the construction of a 33 foot I-beam span with pile trestle approaches to carry the Oregon Electric Railway tracks over the Beaverton-Aurora Secondary Highway at Metzger in Washington County, and the grading, surfacing and placing of oil mat surface treatment on the approaches thereto.

This copy is for your records and files.

Very truly yours,

Secretary

DP

FORM B-E-1 28193 1500 10-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

2 4 4

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 20, 1936.

Barton & Looney & J. S. Risley
324 Henry Building
Portland, Oregon.

Gentlemen:

We are advised by the S. P. & S. Railway Company that you have not yet entered into a contract with them and furnished the $10,000 bond as provided in our contract with you for the Metzger Undercrossing. We would appreciate your early attention to this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

NOTED

GSP:AP

cc A. J. Witcher
R. H. Baldock

FORM D-E-1 25192 1000 10-35

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 20, 1936.

Barton & Looney & J. S. Risley
324 Henry Building
Portland, Oregon.

Gentlemen:

We are advised by the S. P. & S. Railway Company that you have not yet entered into a contract with them and furnished the $10,000 bond as provided in our contract with you for the Metzger Undercrossing. We would appreciate your early attention to this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

NOTED

GSP:AP

cc A. J. Witcher
R. H. Baldock

FORM S-E-1 25150 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 20, 1936.

Mr. A. J. Witchel
S. P. & S. Railway Co.,
Portland, Oregon.

Dear Sir:

In answer to your letter of February 17, with reference to the Metzger Undercrossing and the Nehalem Beam Undercrossing.

In this letter you asked for information as to the reimbursement for flagging service and other expenses incurred by your company incident to the construction of these grade separations.

Your company will be reimbursed for such expenses in the amount incurred, subject to the limitations as set up in Memorandum No. 6, issued by the Bureau of Public Roads, copies of which have previously been given you. Reimbursement will be made to your company directly by the state upon invoices prepared in accordance with the terms of Memorandum No. 6 and supported by the necessary evidence therefor.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

NOTED

GSP:AP

cc R. H. Baldock

FORM S-8-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

284

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

SALEM

January 31, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. L. D. Mars,
Resident Engineer,
Oregon State Highway Department,
Hillsboro, Oregon.

Dear Sir:

You have been assigned as resident engineer on construction to have charge of the grading and surfacing work in connection with the Metzger Undercrossing in Washington County. This is a Bridge Department contract. A copy of the contract is being sent to you under separate cover.

Mr. Young, at Oregon City, had charge of the preliminary location work on this project, and you should arrange to meet him on the ground and get the benefit of his knowledge on all details.

Attached is a letter from Mr. Paxson originally addressed to Mr. Broadwell. You will please take care of this matter as requested by Mr. Paxson.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

by

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. C. Smith
G. S. Paxson

284

January 27, 1956

Mr. J. O. Johnson
Suite 925 Yeon Building
Portland, Oregon

Dear Sir:

Responding to your communication of January 25, relating to the proposed changes in the secondary highway leading to the new undercrossing at Metzger, advise that I have requested our Bridge Engineer, Mr. G. S. Paxson, to contact you and discuss the situation, if necessary, on the ground.

Very truly yours,

State Highway Engineer

KMB:HI

cc Judge Donald T. Templeton
Mr. G. S. Paxson

TIGARD OFFICE
JOHNSON BUILDING., TIGARD, ORE
TEL. 0361

J. O. JOHNSON
ATTORNEY AT LAW
SUITE 625 YEON BLDG.
PORTLAND, OREGON

January 25, 1936

State Highway Department
Salem, Oregon

Gentlemen:

I am informed by Judge Templeton, County Judge of Washington County, that the State Highway Department plans extensive improvements on the road at Metzger where there is an overhead railroad crossing. Judge Templeton was not informed as to the extent of the proposed improvement and therefore, I am addressing this inquiry to you.

I am Chairman of the Metzger Park Board, which Board has control of the County Park which to a certain extent will be affected by the proposed improvements by the Highway Department. I understand dirt will be available for fills on park property and also that the State Highway Department proposes to make a change in the road leading to the park. It is very important that a conference be arranged with one of the department engineers before any material changes are made on park property.

At the present time we have 15 men working on the park and included in the work is the clearing out of the creek running through the park. I am certain that we can get together on our plans but I would like to have an understanding immediately in order that the men now working on the grounds will not do any unnecessary work. I would particularly like to know whether any material change is going to be made in the road leading to the park. Please advise at your earliest convenience.

Very truly yours,

JOJ/CS

January 22, 1936

Saxton and Looney and J. S. Risley
324 Henry Building
Portland, Oregon

Dear Sirs:

This letter is to confirm my wire of yesterday's date, advising that the State Highway Commission awarded you the contract for the construction of the undercrossing under the Oregon Electric Railway Tracks on the Beaverton-Aurora Secondary Highway at Metzger in Washington County. This bid has been accepted on the basis of your alternate proposal, using asphalt.

You may consider this letter as your authority to commence construction immediately. Contract forms will be sent to you shortly for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By H. B. Glaisyer, Secretary

HBG:dp

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2-4

for these conformed

PY

EGRAPH—CABLE CO.

LEGRAM

SALEM ORG. JAN. 21, 1936

SAXTON & LOONEY & J. S. RISLEY
324 HENRY BUILDING
PORTLAND, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF UNDER-CROSSING PROJECT ON BEAVERTON-AURORA SECONDARY HIGHWAY AT METZGER BASED ON YOUR LOW BID ASPHALT ALTERNATE SUBMITTED ON JANUARY 10TH STOP THIS WIRE IS YOUR AUTHORITY TO COMMENCE CONSTRUCTION IMMEDIATELY

H. B. GLAISYER, SECRETARY

FILE ✓

COPY

CLASS OF SERVICE DESIRED	
FAST TELEGRAM	
DAY LETTER	
NIGHT TELEGRAM	
NIGHT LETTER	

The sender must mark an X opposite the class of service desired; otherwise the telegram will be transmitted as a fast telegram.

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM ORG. JAN. 21, 1936

SAXTON & LOOMEY & J. S. RISLEY
324 HENRY BUILDING
PORTLAND, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF UNDER-CROSSING PROJECT ON BEAVERTON-AURORA SECONDARY HIGHWAY AT METZGER BASED ON YOUR LOW BID ASPHALT ALTERNATE SUBMITTED ON JANUARY 10TH STOP THIS WIRE IS YOUR AUTHORITY TO COMMENCE CONSTRUCTION IMMEDIATELY

H. B. GLAISYER, SECRETARY

FILE ✓

TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM ORG. JAN. 21, 1936

G. T. STEBBINS

KLAMATH FALLS, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF UNDER-CROSSING PROJECT ON KLAMATH FALLS-LAKEVIEW HIGHWAY AT OLENE BASED ON YOUR LOW BID SUBMITTED JANUARY 9th STOP THIS WIRE IS YOUR AUTHORITY TO PROCEED WITH CONSTRUCTION IMMEDIATELY

H. B. GLAISYER, SECRETARY

FILE ✓

STANDARD TIME INDICATED ON THIS MESSAGE

THE INTERNATIONAL SYSTEM

Commercial Cables — TELEGRAMS CABLEGRAMS RADIOGRAMS — All American Cables

Mackay Radio

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16Dbl

15 R AR 33 GOVT

NX PORTLAND OGN 1136 AM JAN 21ST 1936

R H BALDOCK

STATE HIGHWAY DEPT

SALEM OGN

AS REQUESTED YOUR LETTERS JANUARY TWENTIETH WE CONCUR AS OF TWENTY FIRST IN AWARD OF CONTRACTS TO LOW BIDDERS ON OREGON WPGS THIRTY A OLENE UNDERCROSSING AND WPGS TWO EIGHTY FOUR METZGER UNDERCROSSING

ANDREWS

1152 A

REFERRED TO
Glasgow
State Highway Engineer
1-21-35
1 PM

Amount - Send out with notice of contract.

Telephone Your Telegrams to **Postal Telegraph**

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREGON

January 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our telegram of this date, concurring in award of contract on January 21st for Oregon WPGS 284, the Metzger Undercrossing in Washington County, to Saxton & Looney and J. S. Risley, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

For

FORM S-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 20, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Bureau of Public Roads
Box 3900
Portland, Oregon.

KITTEL
State Highway Engineer

Gentlemen:

The low bid for the Metzger Undercrossing in Washington County was referred to the Engineer with authority to award.

Due to the facts that this structure was not at that time on an approved program, and also, that the specifications failed to include a paragraph requiring either a satisfactory camp or transportation of employes.

I am attaching hereto a copy of a letter from Saxton & Looney, and J. S. Risley, consenting to the incorporation of the necessary paragraph in the specification covering the above.

I understand that since this Metzger Undercrossing is on a secondary road that it meets your approval as to program.

Under the above conditions, we would ask advice as to your concurrence in this award, By mic

Very truly yours,

R. H. Baldock

R. H. Baldock
State Highway Engineer

GEP:AP

cc R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREGON

January 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 27, 1935 approved the project statement for Oregon U. S. Works Program Highway Project No. WPS 284, involving the reconstruction of an underpass, .2 of a mile in length, of the Oregon Electric Railway Company near Metzger, on the Beaverton-Aurora Highway in Washington County.

Very truly yours,

W. H. LYNCH
District Engineer

284

December 30, 1935

Memorandum for files re Metzger
grade crossing elimination,
File No. 847:

Hearing on this matter was held before T. O. Russell, Examiner, in the County Court House at Hillsboro at 2:00 P. M. on Friday, December 27, 1935.

Oregon Electric Railway Company was represented by Mr. Charles A. Hart, Jr., attorney, and by Mr. Howard and Mr. Witchel. The State was represented by J. W. DeSouza, Assistant Attorney, and G. S. Paxson, Acting Bridge Engineer.

At the meeting of the State Highway Commission on the morning of December 27, the writer and Mr. Paxson were instructed to contend in the hearing for framed timber bents supporting the main span, as against concrete piers desired by the railroad company. These instructions were carried out and at the hearing considerable controversy arose over the type of construction to be used.

At first the Examiner refused to entertain jurisdiction as to the type of construction being adopted, for the reason that Works Program General Memorandum No. 6 contemplates "full cooperation between the state highway departments and the railroad companies in connection with the program of projects financed in whole or in part with Works Program grade crossing funds". It was argued to the Examiner that if jurisdiction was not taken there could be no possibility of such cooperation for the reason that if the railroad company would not recede from its position and the State Highway Commission would not recede from its position there could be no cooperation and the entire project must fail. It was also pointed out that in order to carry out the program there must be some authority somewhere to take jurisdiction to decide such controversial questions in order to make the general program workable at all. After consideration of this phase of the problem the Examiner indicated that jurisdiction would be taken and that the matter would be decided in the order to be issued. This action on our part established a precedent which may react very unfavorably against us in the future where questions as to type of design may arise, but under the direct and explicit orders of the Commission there was no other course to follow.

In our testimony and discussion of the type of construction to be used great stress was laid upon the use of timber products in the State of Oregon and upon the strong pressure which continually is being brought to bear by the Lumbermen's Association to persuade the Highway Commission to use timber products. Granting all this, Mr. Witchel was still of the opinion that in the present instance concrete piers should be used.

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 24, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of estimate for Oregon WPGS 284, the Metzger Undercrossing.

With reference to the item of work to be performed by Portland Gas & Coke Co., "All Required, Relocation of Gas Mains, $500.00", we should be advised as to the terms of the franchise, and if this is an obligation of the gas company or of the State.

Also under work to be performed by the O.E.R.R.Co. is the item, "All Required, Railroad Engineering (Inspection), $750.00", while the 10% engineering and contingencies is also added, which includes 10% of the $750.00. We should be advised as to just what this item is intended to cover, and also we believe 10% of this item should not be included in the 10% engineering and contingency item.

Prompt advice will be appreciated as the papers are being held pending your reply.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

284

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 23, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Grade Crossing Project WPGS 284, the Metzger Undercrossing Section of the Beaverton-Aurora Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending the approval of the project statement.

Our approval of this project is conditioned upon a statement being secured from the State Administrator, WPA, showing that relief labor is available.

The bridge plans have not been checked but are approved for advertising.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

284

December 19, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Metzger Undercrossing Section, Project No. WPGS 284.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bank/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPOS 284

[illegible] UNDERCROSSING SECTION ON

THE BEAVERTON-AURORA HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 18, 1935

ROADWORK

All Required		Clearing and Grubbing		$ 300.00
120	cu. yds.	Trench Excavation	$ 1.00	120.00
10,500	cu. yds.	Excavation, Single Classification	0.55	5,775.00
0.19	mile	Finishing Roadbed and Slopes	200.00	38.00
500	lin. ft.	12" Concrete Irrigation Pipe	0.75	375.00
140	lin. ft.	12" Concrete Pipe	1.00	140.00
50	lin. ft.	30" Corr. Iron Pipe	5.00	250.00
30	lin. ft.	Salvaging Culvert Pipe	0.50	15.00
2	only	Concrete Catch Basins	25.00	50.00
1,000	cu. yds.	Selected Roadbed Topping	1.00	1,000.00
170	cu. yds.	Salvaging Surfacing Materials	1.00	170.00
250	cu. yds.	Crushed Gravel Surfacing	2.50	625.00
100	cu. yds.	Filler	0.50	50.00
100	yds. mile	Hauling Filler	0.20	20.00
50	M-Gal.	Sprinkling	1.50	75.00
120	cu. yds.	Mineral Aggregate in Place	4.50	540.00
11	tons	Cutback Asphalt in Place	40.00	440.00
13	tons	Tar in Place	35.00	(Alternate)
			Subtotal	$ 9,983.00
			10% Engr. & Cont.	998.30
			Total	$ 10,981.30

STRUCTURE

Work to be performed under State Contract

1,900	lin. ft.	Treated Piling	$ 1.25	$ 2,375.00
18	M-FBM	Treated Lumber	100.00	1,800.00
27,000	lbs.	Structural Steel	0.07	1,890.00
All Required		Remove Present Bridge and Maint. Traffic		1,000.00
				$ 7,065.00

Work to be performed by S. P. R. R. Co.

All Required	Railroad Engineering (Inspection)	$ 750.00

Work to be performed by Portland Gas & Coke Co.

All Required	Relocation of Gas Mains	$ 500.00

SubTotal	$ 8,315.00
10% Engr. & Cont.	831.50
Total	$ 9,146.50

Length of Roadway	0.189 mile
" " Undercrossing	0.000 "
Total Length	0.189 "
Cost per mile, roadwork	$ 58,102.11

WPB Funds Requested

Roadwork	$ 10,981.30
Structure	9,146.50
	$ 20,127.80

	Roadwork	Structures
Estimated Labor Required	6,600 man-hours	3,100 man-hours
Cost of Labor	$ 4,000	$ 2,300
Cost of Materials	$ 700	$ 2,700

PORTLAND GAS & COKE COMPANY
Operating Department

ESTIMATED COST OF RELOCATING GAS MAINS
ON ACCOUNT OF O. E. RY. UNDERCROSSING AT METZGER

Lay 1300' - 3/4" temporary bypass		
Man Hours labor		39
Labor cost at .69		$26.91
3/4" pipe - 1300' at .04		52.00
Misc. fittings and const. material		7.75
Cartage		6.50
Total		$93.16
Remove 1000' - 2" Main		
Man hours labor		175
Labor cost at .69		$120.75
2" pipe - salvage at .147	Cr.	147.00
Acetylene cutting		10.00
Cartage		10.00
Total	Cr.	$6.25
Relay 1000' - 2" Main		
Man hours labor		283
Labor cost at .69		$195.27
2" pipe - 1000' at .147		147.00
Misc. fittings and const. material		25.00
Acetylene cutting and welding		42.00
Cartage		23.00
Total		$432.27
Remove 1300' - bypass and reconnect 2 - 1" Mains		
Man hours labor		40
Labor cost at .69		$27.60
3/4" pipe - salvage 1300' at .04	Cr.	52.00
Misc. fittings and const. material		5.00
Welding and cutting		5.00
Cartage		5.00
Total	Cr.	$9.40
Grand Total Cost		$509.78
(Use)		$500.00

PORTLAND GAS & COKE COMPANY
Operating Department

December 14, 1935

ESTIMATED COST OF RELOCATING GAS MAINS
ON ACCOUNT OF O. E. RY. UNDERCROSSING AT METZGER

Lay 1300' - 3/4" temporary bypass	
Man Hours labor	39
Labor cost @.69	$26.91
3/4" pipe - 1300' @ .04	52.00
Misc. fittings and const. material	7.75
Cartage	6.50
Total	$93.16
Remove 1000' - 2" Main	
Man hours labor	175
Labor cost @ .69	$120.75
2" pipe - salvage @ .147	Cr. 147.00
Acetylene cutting	10.00
Cartage	10.00
Total	Cr. 6.25
Relay 1000' - 2" Main	
Man hours labor	283
Labor cost @ $69	195.27
2" pipe - 1000' @.147	147.00
Misc. fittings and const. material	25.00
Acetylene cutting and welding	42.00
Cartage	23.00
Total	432.27
Remove 1300' - bypass and reconnect 2 - 1" Mains	
Man hours labor	40
Labor cost @.69	27.60
3/4" pipe - salvage 1300' @.04	Cr. 52.00
Misc. fittings and const. material	5.00
Welding and cutting	5.00
Cartage	5.00
	Cr 9.40
Grand Total Cost	$509.78
(Use)	$ 500.00

284

December 17, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

. Herewith are enclosed five copies of project statement for the Metzger Undercrossing Section on the Beaverton-Aurora Highway. Number WPS 284 has been assigned to this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NPS 284
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 17, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Metzger Undercrossing, Beaverton-Aurora Highway
Grade Separation with O. E. Ry. in SE. ¼ Sec. 26, T. 1 S., R. 1 W.
2. ~~Between control points of official description:~~ _____ and _____
3. Between intermediate control points if used: _____ and _____

County of Washington

4. Length in miles (gross) 0.2 (net) 0.2
5. Preliminary estimate of cost: Total, $ 20,000; section of road to be first improved, $ 20,000, of which $ 8,000 is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: _____ (Amount.)

_____ (Source; refer to statute.)

(*b*) County _____ (Amount.) (Source; refer to statute.)

_____

8—8072

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

source: Chap. 175, Laws 1917; Chap. 31, Laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: _____

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: _____

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: _____

11. Additional remarks: _____

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By _____
As Chairman
(Title of officer.)

By _____
As Commissioner
(Title of officer.)

By _____
As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 2—5073

~~fx~~ ~~confirmed~~ ~~—~~

Boxton & Looney & J. S. Risley
Portland Oregon

Mark Highy Commission today awarded
you contract for construction of underpass
project on Beaverton-Aurora secondary
Hwy 2x Metzger based on your low
bid - asphalt alternate submitted
on January 10th - stop ~~—~~ this
wire is your authority to commence
construction immediately -

H B Hanify Sec -

Postal -

FORM S-A-1 6M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Copy
Grade Crossing
Metzger

OREGON STATE HIGHWAY COMMISSION

SALEM

December 11th, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. E. Young
Resident Engineer
Oregon City, Oregon

Dear Sir:

In connection with the disposition of excavation material at the proposed Metzger undercrossing, we requested Mr. MacCallister of the right of way department, to attempt to get permission from the property owners along the east side of the road, south of the proposed crossing, to place waste materials on the areas indicated in color on the enclosed print. Mr. MacCallister's preliminary negotiations report is enclosed herewith, and is self-explanatory. It appears that there will not be sufficient area available at this place to dispose of 10,000 cubic yards of material. It is requested that you make a check on this situation at once, and if necessary, locate some other place to dispose of this material. It is very essential that we have this information and data this week.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. N. Hackett
H

cc to: R. H. Baldock
W. E. Chandler
J. M. Devers

State Highway Engineer

2-1 25152 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 9, 1935.

S. P. & S. Railway Co.,
Portland, Oregon.

Attention Mr. Witchel

Gentlemen:

Under separate cover we are sending you two sets of the plans for the Metzger Undercrossing of the Oregon Electric tracks on the Aurora-Beaverton Secondary Highway in Washington County. The new structure is longer than the existing structure. The last bent on the north end of the existing structure comes between Bent 2 and Bent 3, and approximately three feet in front of Bent 2. There is considerable bulkhead on the old structure, and rather than replace this bulkhead, we have lengthened the bridge so as to show a low bulkhead and a considerable berm in front of it. The bents of the new structure clear the old bents with the exception of Bent No. 4. At this bent it will be necessary to support the present structure on temporary bents while placing the new bent. The old bent at the south end of the structure comes just in front of our new bent No. 6.

We have designed this structure as a pile trestle and using pile bents to support the steel span over the roadway. It will be necessary that the contractor use a rail driver for these piling, and I presume that he can work out some arrangement with your company similar to that used in driving the piling for the Cummings Hill crossing.

For the information of the contractor, I would like to know what your rental rate would be for the use of this driver.

I do not see anything about this job that can not be done with the contractor's organization, the work of course being under your supervision as to safety of your rail traffic.

FORM S-K-1 1500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

November 25, 1935

Mr. H. G. Smith
Construction Engineer
O f f i c e

Dear Sir:

We have your letter of the 22nd instant relative to the Metzger grade elimination project, in which you state that the work consists merely of the reconstruction of the existing grade crossing by widening the structure and removing the center bents and improving the highway grades.

It would appear that the work to be done here is very similar to that to be done on the United Railways and Nehalem Boom Company trestle on the Lower Columbia River Highway. It was considered that a hearing was necessary on that structure, and the same requirements should apply with relation to the Metzger project.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock

B-X-1 1500 9-55

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

Const
Grade Crossings
Metzger

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. H. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

November 21, 1935

Mr. G. S. Paxson
Acting Bridge Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

We have been advised that it is the plan of the department to proceed with the construction of the Metzger grade crossing elimination in Multnomah County.

Owing to the fact that we must hold a hearing before the Public Utilities Commissioner and secure an order on this crossing, it is important that we have sufficient data to prepare a petition at the earliest possible time so as to avoid delay in the contracting of the work.

Yours very truly,

J. H. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AH
cc Mr. H. G. Smith
Mr. R. H. Baldock

Correct Grade Crossing Elimination

August 12, 1935

Mr. H. G. Smith
O f f i c e

Dear Sir:

Chandler presented this morning a map showing that it is possible to eliminate two grade crossings and the Metzger overhead by a line change. You will remember that I held this up pending a personal examination, as I was not entirely satisfied.

I would appreciate your talking this over with Chandler and we will make a trip out there and look the matter over before a definite decision is made.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. C. B. McCullough
Mr. Wm. E. Chandler

FORM S-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

Consult Grade Crossings Metzger 11/20

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 13, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
O f f i c e

Attention: Mr. Eason

Dear Sir:

I am sending you the map profile and cross section notes on the Metzger under-grade crossing as it has been decided to use the existing crossing as shown by the red line on the map. The bridge department has, however, decided that they will need to lower the crossing slightly, and elevation 52.00 has been selected as the top of the pavement. This is from the assumed data of Barney's profile of the undercrossing.

It is apparent however that Young's survey is based on different material, and therefore, it is requested that you locate his profile and re-work it to the new elevation called for and submit specifications and quantities immediately.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Saith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

Construction
Grade Crossing
Underpassing

112-5

February 13, 1935.

NOTED
State Highway Engineer

Mr. H. G. Smith

In reference to the undercrossing at Metzger (O. E. railroad) I said something to you about the possibility of a relocation of our highway. Have you ever done anything in regard to this?

I have a lot of dope on the present location but in view of the fact that federal funds will doubtless be forthcoming for improvements of this kind, it occurred to me that we should investigate the possibility of improving our line at this point before putting any money into a permanent underpass.

C. B. McCullough

CBM:AP

cc Mr. Baldock

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #1776 Ends with: Contract #1811

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 24 Reduction Ratio 24:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak Fine Grain Film 7456

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 5 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott L. Rhodin